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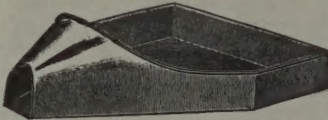
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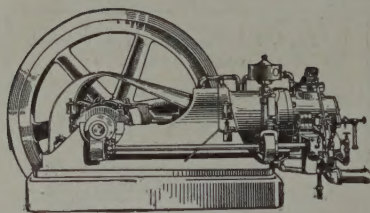
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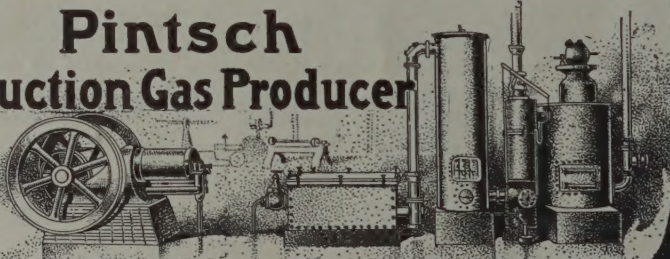
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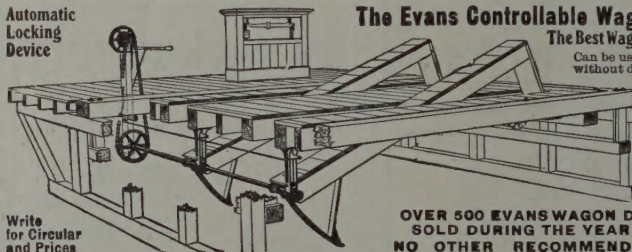
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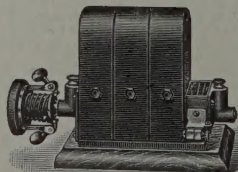
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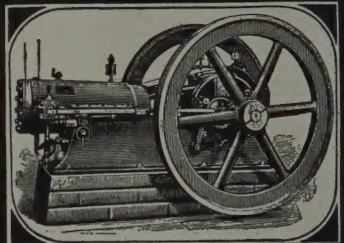
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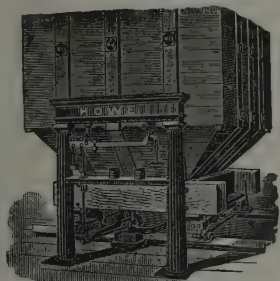
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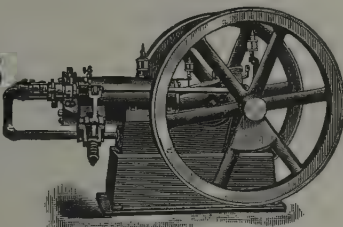


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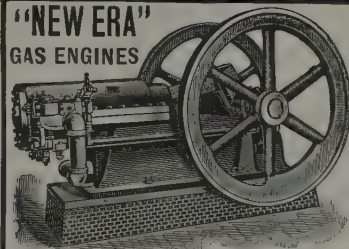
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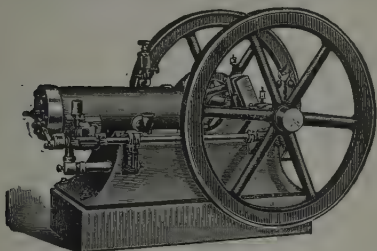


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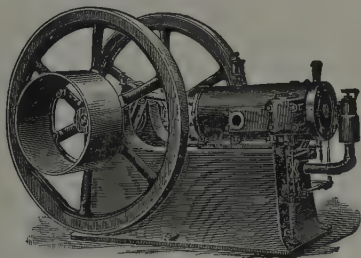
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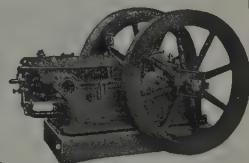
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Very respectfully,
OSBORNE, DILLEN & SELLARS.

That the loaders are entirely satisfactory is shown by the many letters from customers which we are publishing in this space. However, you do not have to take any one else's word for it, as we are glad to send them on trial and you can have one that way if you will write us for it.

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The DAISY is Light Running and Improves the Grade



The letter from Mr. Mitchell is one among many we are daily receiving and all have a word of praise for the "Daisy" Car Loader. Why? Because it is the best and does just as we recommend. Sent on trial upon request.

Dunn, Ill., Nov. 10, 1906.

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I have used your Daisy Grain Loader for about 4 months and I am perfectly satisfied with it, as I have got better grading on my grain since using it. I find it a light-running machine and just as you recommended it.

Yours truly,
J. D. MITCHELL.

WELGE & LILLY, - Maroa, Ill.

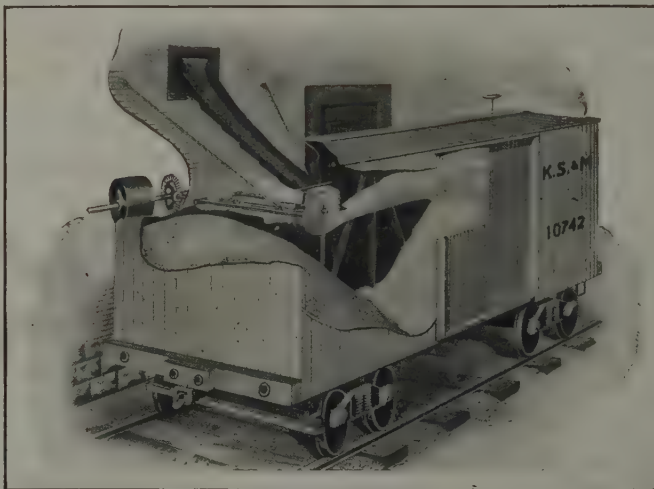
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E. F. SCHROEDER,

Jan. 31, 1906.

Crown Point, Ind.

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JOHN J. WALKER,

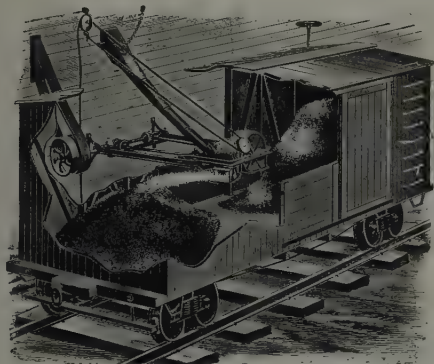
Feb. 14, 1906.

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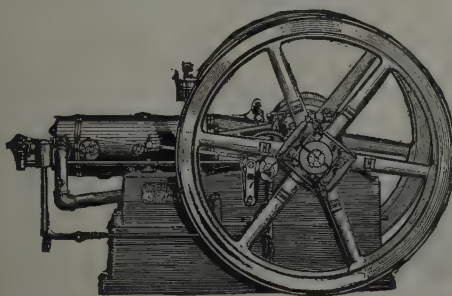
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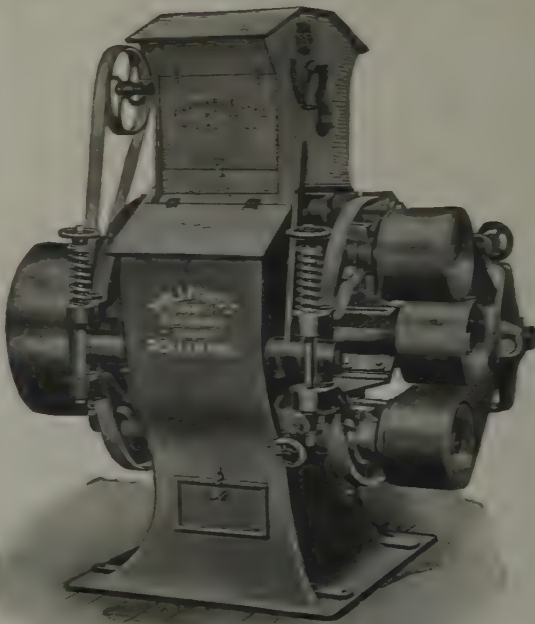
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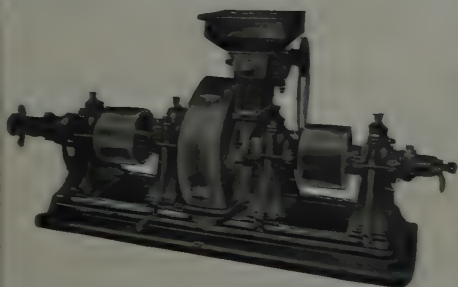


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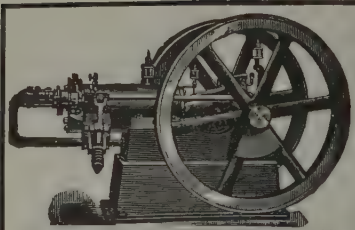
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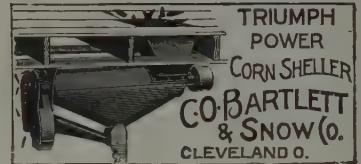
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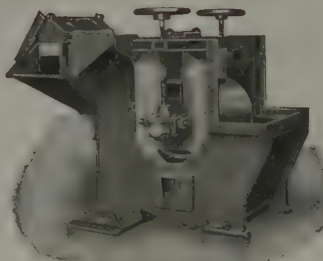
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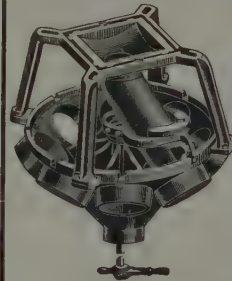


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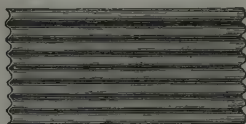


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CHICAGO, ILL.

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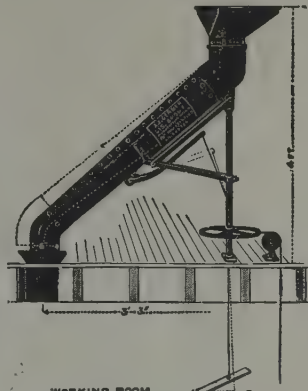
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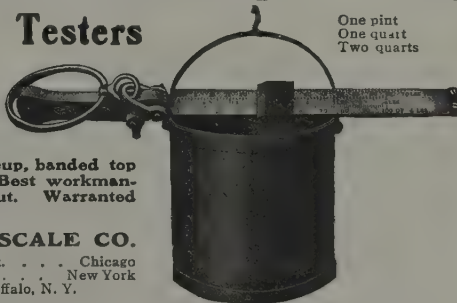
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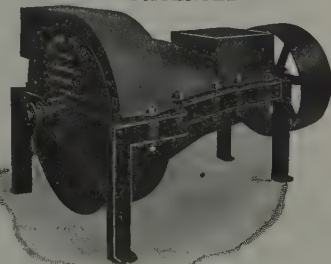
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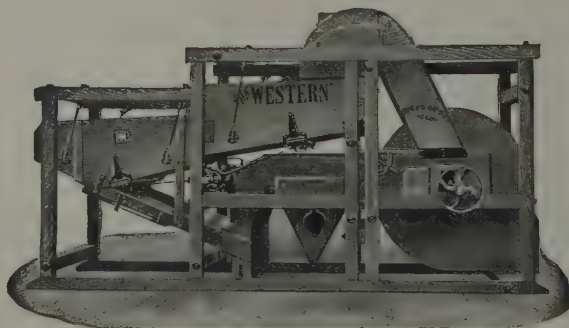
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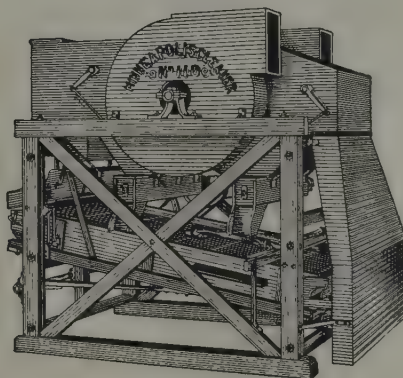
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FOR SALE—ELEVATORS AND MILLS in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

GRAIN ELEVATOR and coal yards for sale or rent. In good location, and doing a large business. Address Wesley Hyne, Stroh, Ind.

ELEVATORS FOR SALE in corn belt of Illinois and Indiana. All worth the money asked. Address James M. Maguire, Campus, Ill.

ELEVATOR and lumber yard in corn belt of Iowa for sale. Good reasons for selling. Address J. S. C., Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20,000 bu. cribbed elevator, corn cribs and coal sheds on Omaha road in Southwestern Minn. Price \$4,000.00. Address Lock Box 365, Luverne, Minn.

MINNESOTA ELEVATORS for sale. Three desirable elevators situated on the same road in central Minnesota. Address Market, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATOR and lumber yard for sale. Elevator, lumber, coal and salt business, Osgood, Ia. No competition. Good territory. Address Preston Fahnestock & Co., Graettinger, Ia.

GOOD ELEVATOR for sale, 18,000 bushels capacity; 2 dumps; 8 h. p. gas engine. Mill feed, seeds, salt and good coal business; good location. B. C. Bell, Geneva, Franklin Co., Iowa.

SPLENDID grain and stock business for sale. Building and scale off right of way. Have site if wish to build on same. For particulars address Loo, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE, 15,000 bushels capacity, located in Darke County, Ohio; good crop prospects. Best of reasons for selling. Address Darke, Box 1, Grain Dealers Journal, Chicago.

TWO ILLINOIS ELEVATORS for sale within one hundred miles of Chicago that will handle 400,000 bushels annually; good money makers. Write at once to James M. Maguire, Campus, Ill.

ELEVATOR TO EXCHANGE—Located at Meadapolis, Iowa. In first class repair. Want farm land or city property. Cost over \$12,000. Make offers. Northwest Land & Trust Company, Chicago, Ill.

A NEW 30,000 bushel elevator located on railroad right of way for sale. Built of No. 3 pine. Roller feed mill, 15 h. p. Fairbanks engine, cleaner and weighing out scales. Address J. W. Fetter, Portal, N. D.

FOUR ELEVATORS located on one road in Northwestern Iowa and Southwestern Minn. for sale. Doing a good business; good coal business; crops never looked better. Address Lock Box 243, Adrian, Minn.

FOR SALE—Good elevator on the line of C. & Milwaukee R. R., at Woodward, Iowa. All in good working order and doing good business. Reason for selling: death of owner. Inviting terms will be named. Address Thos. Holmes, Stuart, Ia.

ELEVATORS FOR SALE.

ELEVATOR and coal business in S. E. Nebraska, on B. & M. R. R. for sale; 25,000 bushels capacity; hopper scales 42,000 lbs., gasoline engine. All in good order. Good business. Address Tam, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new 25,000 bu. elevator and coal business. Also live stock business with tract of land and well equipped feeding yards. All situated in good town in Southwestern Minn. Address Roy, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—HAY, GRAIN AND PRODUCE business in up to date town of 3,000 in Northern Indiana. Building and location the best. Can combine with another profitable line. A bargain. Address S. W., Box 10, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR and residence for sale. 75,000 bu. capacity, 2 dumps, 12 h. p. gas engine. In good grain country; one competitor. Station handles 600,000 bu. per year. Good reason for selling. Address East, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of twenty elevators in best grain section of Kansas, along the line of Missouri Pacific. Close at once; owner desires to retire on account of health. Immediate answer. Address Kansas City, Box 11, Grain Dealers Journal, Chicago, Ill.

SOMETHING good for quick sale. New elevator, low insurance, good town, good grain point, easy terms, for sale reasonable. Write at once for photo and details. Unless interested in a proposition do not write. Address Man, Box 3, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR in northwestern Ind. for sale. Capacity 40,000 bushels, steam power, shelter, cleaner, hopper scales will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. A paying line of elevators, including well equipped cleaning house, in the corn and oat belt of Iowa. Also a few more houses in Western Iowa, Northern Minnesota and Eastern North Dakota. H. A. Wernli, 713 Chamber of Commerce, Minneapolis, Minn.

15,000 BU. elevator and 75 bbl. mill for sale, located at one of the best grain stations in S. Dak. on N. W. Ry. Eltr. and mill built 4 yrs. ago, all new machinery; handle 150 to 200,000 bu. Mill running steady year around; a good business. Reason for selling—too much other business. Wm. Corcoran, Volga, S. D.

ELEVATOR AND COAL business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

SHIPPERS

are continually consulting these pages. If you want their business, use space in the Grain Dealers Journal

ELEVATORS FOR SALE.

McREYNOLDS ELEVATORS "A" "B" & "C" to be sold to the highest bidder.

The petition of the **CHICAGO TITLE & TRUST COMPANY**, trustee in bankruptcy of **GEORGE S. McREYNOLDS**, for the sale of the McReynolds Elevators, will be heard by **SIDNEY C. EASTMAN**, Esquire, Referee in Bankruptcy, at his office 905 Monadnock Building, Chicago, Illinois, on Monday, August 13th, 1906, at 10 o'clock in the forenoon.

The property consists of the following: **ELEVATOR "A".**

All the shares of stock of the McReynolds Elevator Company, an Illinois Corporation, being 1800 shares of the par value of \$100 each; capacity 1,500,000 bushels; located at Calumet River in South Chicago, subject to a bonded indebtedness of \$125,000.

ELEVATOR "B".

Capacity 1,000,000 bushels, situated at the corner of Wood and Rebecca Sts., Chicago, Illinois; no encumbrances.

ELEVATOR "C".

All the shares of stock of the Southern Elevator Company, an Illinois Corporation, being 250 shares of the par value of \$100 each. The Southern Elevator Company owns the leasehold of Elevator "C" situated at East St. Louis, Illinois; capacity 1,000,000 bushels. The lease provides for annual rental of \$15,000, and expires Nov., 1911. The Southern Elevator Company is a public warehouse under the laws of Illinois.

Each of said properties will be sold to the highest bidder.

For further particulars apply to **CHICAGO TITLE & TRUST COMPANY**, Trustee.

100 Washington St., Chicago.

ROSENTHAL, KURZ & HIRSCHL, Attorneys,

122 Monroe St., Chicago.

RINGER, WILHARTZ & LOUER,

Attorneys,

Ft. Dearborn Bldg., Chicago.

ELEVATORS FOR SALE.

WILL SELL you a line of 3 STRICTLY ONE MAN elevators on Santa Fe R. R. Western, Ills.; 2 stations, no competition; one has, but pay same prices. All cribbed houses in good order; good territory; ship 400,000 to 500,000. Price \$12,000, won't sell after Sept. 5th. \$7,000 cash, balance easy terms. Can live in Galesburg to operate with telephone and traction connection. N. R. Moore of Roanoke, Ills., will show them for you. See him quick. John A. Rice, Frankfort, Ind.

ELEVATOR AND COAL BUSINESS for sale, located in one of the finest grain belts in Iowa; the only elevator in town, has a capacity of 20,000 bushels; equipped with very good machinery; a 25 horse steam power; new 6 horse International gasoline power; cylinder corn sheller; scientific mill, large oat clipper, cleaning mill, hopper scale, two platform scales, a car loader and cribs for 5,000 bushels corn. A good paying business. Good reason for selling. Can give possession at once. Write if you are looking for a good place. Address D. D., Box 8, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS WANTED.

ELEVATOR wanted. Send price and description. Box 154, Lesterville, S. D.

A SMALL stock and grain farm in eastern Iowa to exchange for elevator. Address Exchange, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED: in western Iowa, southeast Dakota and Nebraska. Give particulars regarding competition and station receipts and kind of elevators. Address T, Box 10, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy one or more good elevators in Central Indiana, must be well located and doing a fine business. We will pay cash. Give full description and price with first letter. Address Goodrich Bros. Hay & Grain Co., Winchester, Ind.

MISCELLANEOUS.

WRITE FOR my list of Ohio elevators. Aaron Smick, Decatur, Ill.

IF YOU want to sell your elevators, and they are worth the money asked, list them with James M. Maguire, Campus, Ill.

IF you want to buy a good elevator, send for list. If you want to sell your elevator or trade it for land, write me. J. H. Eversole, Champaign, Ill.

John A. Rice, INDIANA'S ELEVATOR BROKER, Frankfort, Ind. Square deals. Commissions only. Never tire working for your interests. Both buyers and sellers get best I have. List and buy of me.

ELEVATORS BOUGHT AND SOLD.

Elevators and mills bought, sold and exchanged. If you want to sell your elevator or mill or will exchange for a good improved farm we can dispose of it for you. We have some fine bargains in elevators for sale and exchange. Employers who want help, or elevator men who want positions should write us. Iowa Mill & Elevator Brokers, Independence, Iowa.

SITUATIONS WANTED.

EXPERIENCED MAN wants position in elevator. Best of reference. Address Wm. Snyder, Box 344, Peterson, Ia.

SITUATION WANTED by young man as manager of elevator. Best of references. W. C. Siebens, Storm Lake, Ia.

SITUATION WANTED—By man who speaks English and German to run a country elevator. Best of reference. Address Box 583 Minonk, Ill.

SITUATION WANTED as superintendent or foreman of export or interior elevator. Best of references. Address J, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED in an elevator by young man 35 years of age, with the intention of learning the business and buying an elevator. Address 118 W. Larwill St., Wooster, O.

SITUATION WANTED as manager of a country grain business, with experience in lumber and grain. Best references. Address A. L. V., Box 9, Grain Dealers Journal, Chicago, Ill.

TRAVELING man wants position with some good firm selling grain and mill products on the road in N. Y. state. Experienced, good references and no liquors. Address J. G. Beach, Groton, N. Y.

SITUATION WANTED—As manager of country elevator, or solicitor for some commission firm. Ten years' experience in grain business. Can furnish number of references. Address Box 692, Rinard, Iowa.

POSITION WANTED—Lady stenographer, rapid and accurate; three years experience grain business. References furnished. Salary \$12.00 to \$15.00. Address Lady, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by young man having 8 years general experience, including bookkeeping and stenography, in some track buyers office; employed at present. Address H. M. W., Box 3, Grain Dealers Journal, Chicago, Ill.

POSITIONS WANTED — By all around grain man as bookkeeper or manager of grain business. Good accountant, sober, industrious and very ambitious. Give me a trial. Address Elmo, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By a hustling young man as traveling representative or buyer for a reliable commission or grain firm. Ten years experience in soliciting and handling country stations. Address Established Trade, Box 3, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As second man in a grain elevator by man with 11 years experience. Understand steam engineering and also gasoline engine fairly well. Can work in office if necessary. Good reference. State wages. Address P. O. Box 182, Moville, Iowa.

POSITION WANTED—As traveling auditor or solicitor. Have had twelve years experience with private and line elevator companies. Best references as to ability and character. Can furnish either private or company bond if necessary. Address West, Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

MARRIED man with 18 years' experience in grain business, also 8 years' experience in general mdse., coal and lumber wants position as manager for one or more stations. I also speak the Scandinavian language. Best reference as to ability and character. Address Rowe, Box 3, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—As buyer or assistant buyer by field seed man; twenty-three years; married; five years traveling east and west; bookkeeper and correspondent. Know field seed business thoroughly; personally acquainted with eastern buyers, also western shippers of all kinds of field seeds; well posted on poultry feeds. References furnished. Salary \$1,200. Address John, Box 2, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

WANTED—A man to take thirty or forty shares at \$100.00 each in an up to date elevator and seventy-five barrel mill in Eastern Indiana; good grain country. Address Shares, Box 12, Grain Dealers Journal, Chicago, Ill.

MILLER or grain man wanted with \$5,000 or \$10,000 to buy stock in an old established milling and grain business. Man who can act as assistant manager preferred. This business will stand the very closest investigation. Apply giving full particulars to James, Box 3, Grain Dealers Journal, Chicago.

\$5,000 to \$10,000 to be furnished by different partners, to take hold of my mill and grain business. Should be practical millers, flour and grain men. Mill 200 bbl. capacity, newly equipped and running steady. Fine wheat and other crops, fine country, being one of the garden spots of Illinois. Good people, largely German. A life's chance, seldom offered. Am a miller myself, also now the local banker. Will give every possible aid to the right people. H. H. Emminga, Golden, Ill.

PRACTICAL, active man wanted to invest \$20,000.00 absolutely well secured, feeding of live-stock on 400 acre farm with complete improvements between Chicago and Milwaukee, at junction of three railroads, with the handling of grain and mill feeds, in a choice dairy section. References: Milmine-Bodman Grain Co., Chicago, Alex. McDougal, 304 Rialto Bldg., Chicago, First National Bank, Milwaukee, Wis., First National Bank, Kenosha, Wis., Geo. B. Van Norman, Union Stock Yards, Chicago. For particulars address H. B. Kellogg, 5 Board of Trade, Chicago.

HELP WANTED.

AN UNMARRIED man wanted, having had some experience, to take charge of a grain station. Address Nebraska Elevator Co., Lincoln, Neb.

Results Follow The Ad

We have sold out. Your Journal did it.
McCREA & VLERBOMB, New Holland, Ohio.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—One 10 h. p. Atlas engine in A No. 1 condition. Address Paul O. Moratz, Bloomington, Ill.

A 10 h. p. gasoline engine for sale. Write quick. Address The Bellevue Stone Co., Bellevue, Ohio.

FOR SALE:—Good Webster, ten horse gasoline engine. Complete; run two years. A. J. Flatt, Leverett, Ill.

1 50 h. p. and several smaller gasoline engines in fine shape at bargains. J. R. Detweiler, 310 Dearborn st., Chicago, Ill.

FOR SALE—12 h. p. Webster gasoline engine, good condition. In the way, want to move it, write quick. Sam Finney, 58 Board of Trade, Chicago.

ONE 40 h. p. Nash gasoline engine for sale. Nearly new; can be seen in use for the next 30 days. Address City of Princeton, Princeton, Ill.

FOR SALE—12 h. p. Olds gasoline engine, \$275.00; 3 h. p. Olds, \$75.00. Both in splendid condition. Robert Craig, 313 So. 3rd St., Minneapolis, Minn.

MATTHEWS-DAVIS engine for sale; 20 h. p., second hand. Taken out because of insufficient power. Only run 5 months. Address Hugh Matthews Machinery Co., Kansas City, Mo.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

IT PAYS to buy a good engine; assume no risks. We can furnish you new improved Witte engines at figures that suit. Write us for catalog. Address Witte Iron Works Company, 520 West 5th Street, Kansas City, Mo.

FOR SALE—Allis-Corliss engine, cylinder 8x24 inches, fly wheel 7 feet, in excellent condition. Also, Wainwright heater with copper corrugated tubes, outside diameter 11 inches, height 8 feet. Address Hardwood Manufacturing Company, Minneapolis, Minn.

GASOLINE ENGINES FOR SALE.
1—15 h. p. Lambert gasoline engine. \$250.00
1—12 h. p. Foos gasoline engine. 250.00
1—7½ h. p. Webster gasoline engine used 30 days. 300.00
1—7½ h. p. Webster gasoline engine in good condition. 200.00
1—3 h. p. Webster gasoline engine .60.00

ALLEN P. ELY & CO.,

1110 DOUGLAS ST., OMAHA, NEB.

ENGINES FOR SALE.

1-6 h. p. Fairbanks-Morse in good condition.

1-12 h. p. Advance in good operating condition.

1-20 h. p. Fairbanks in first class condition.

1-50 h. p. Foos almost new.

1-50 h. p. Fairbanks vertical almost new.

Brown & Varney,
311 Main Street, Cincinnati, O.

MISCELLANEOUS FOR SALE.

FOR SALE—One thirty-five horse power engine, one thirty inch stone burr and one Smith flour purifier. Address W. D. Rapp & Son, Sabina, Ohio.

FOR SALE—1 flax seed tester, 1 No. 1 Giant flax mill, 1-8,000 lb. Fairbanks hopper scale and hopper, 1 No. 00 end shaker and dustless grain separator, 1-20 h. p. steam engine. Address F. H. Hoerman & Co., Washington, Kans.

FOR SALE.

1 65-h.p. Atlas automatic steam engine.

1 80-h.p. boiler.

1 Dean hot water pump.

1 water heater with all connections.

The above machinery is in good condition and can be seen running. Will sell cheap. J. M. Hornung, Greensburg, Ind.

FOR SALE—One iron frame carpuller with 9"x20" capstan, 28"x12" driving pulley, 7"x4" pinion, with jaw clutch 28"x4", gear suitable for pulling eight or ten cars in a straight track. One No. 99 Barnard & Leas special elevator separator. Both of these machines for sale cheap for cash. Good as new. C. D. Stephens, Engineer, 960 Monadnock Bldg., Chicago, Ill.

SPECIAL BARGAINS.

Brass grain testers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators, scourers, oat clippers, steam cornmeal dryers and elevator specialties and machinery of all kinds. If you have not got what you want, know where to get it. Write for circulars, A. S. Garman Sons, Akron, Ohio.

TWO WILSON tubular dust collectors for sale, size 12 B 5'-7" by 10 ft. long by 10 ft. high. Each have 242 tubes 4½" by 9'-0". Collectors are in good condition. Cost \$200.00 each. \$75.00 takes one f. o. b. cars, Memphis, Tenn.

One 7½ h. p. direct current motor, 500 volts complete with pulley, sliding rails and automatic rheostat. Ready to run, used but little. Cost \$225.00. Yours for \$100.00, f. o. b. cars, Memphis, Tenn. Fred Friedline, 501 Traders Bldg., Chicago, Illinois.

FLOUR MILL MACHINERY

For Sale.

We have on hand in good condition the following machinery for prompt shipment:

2 Gray centrifugal reels 7' long,
No. 2 size, each\$30.00
1 Case centrifugal reel, No. 1 size. 30.00
1 Geo. T. Smith reel scalper 5' long 15.00
1 Geo. T. Smith Inter elevator flour
dresser, No. 3. 15.00
1 Victor No. 2 smutter and separator 25.00
1 Double 6x18 Ypsilanti roller
mill. 125.00
Saginaw Milling Company.
Saginaw, Mich.

MACHINES WANTED.

FEED MILL WANTED—Will pay cash for good second hand roller feed mill of large capacity. Address Marr & Co., Boulder, Colo.

MISCELLANEOUS.

ADDRESS WANTED OF M. E. Donahoe, formerly at Ponca City and Cleveland, Okla. Address C. D., Box 1, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

THREE 9 in. Weller turn heads, \$2 each f. o. b. here. J. R. Wagner, Metamora, Ill.

IDEAL LOADER for sale, 2,000 bu. per hour capacity; good as new. Price \$70.00. Write M. Godel, Wilmington, Ill.

FOR SALE CHEAP. \$50.00 each. 1—No. 1 F Marseilles sheller; 1—No. 1 Marseilles cleaner; used one year. Good. C. B. Spang, Georgetown, Ill.

DUST COLLECTORS for sale. Seven-ten No. 9 Cyclone and seventy Cyclone of various sizes. Address B. F. Gump Co., Dept. E, 54 and 53 South Canal St., Chicago, Ill.

FOR SALE—Two 12 inch double needle screen Invincible grain separators 88 No. 4 and 88 No. 5½. Both in first class condition. Need the room for other machinery. Address Young, Box 7, Grain Dealers Journal, Chicago, Ill.

SEPARATORS for sale. Two Invincible without fans; two No. 0 Richmond milling; two Eureka aspirating; one No. 1, one No. 1½ and one No. 4 Prinz cockle machines. B. F. Gump Co., Dept. E, 51 and 53 South Canal St., Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

1 30,000 lbs. F. & M. hopper scale, new; also McLeod automatic, new—at bargains. Quick delivery. J. R. Detweiler, 310 Dearborn St., Chicago, Ill.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

SCALES FOR SALE. Three 125 bushel Fairbanks hopper scales with 2 iron pillars; two 40 bushel Fairbanks hopper scales with single wood pillar. B. F. Gump Co., Dept. E, 51 and 53 South Canal St., Chicago, Ill.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST. Des Moines Scale & Mfg. Co., Iowa.

AUTOMATIC SCALES for sale. One imported 2 bu. Palas in good order suitable for the head of a 400 bbl. mill; 2 Union grain bagging scales, 100 lbs. per discharge. These machines belong to our customers who have replaced them with Richardsons. Cheap. Smith & Smith, 1112 Rector Bldg., Chicago.

ENGINES AND BOILERS.

FOR SALE—One 40 horse steam boiler, 10 feet by 4 feet, with 40 3-inch flues. All in good shape. A great bargain for any one in need of a boiler of that size. For terms apply to H. L. McCombs, De Soto, Ia.

1-35 h. p. Atlas engine.
1-12' by 48" Atlas boiler, 48-3" flues, half arch front.
1-3x2x3 Snow duplex pump.
1-36" 6 groove sheave pulley, 7/8" rope, 2 15/16" bore.
All in good shape.
Remington Grain Co., Remington, Ind.

FOR SALE—Four Murray horizontal boilers 72"x21'6", with 70 best lapwelded 4" flues; three in use three years and one two and one-half years. Recent inspection shows up perfect order. 125 pounds pressure permitted, will carry more. Write owners for full particulars and prices. Address Douglas & Co., Cedar Rapids, Iowa.

ENGINE of St. Louis Iron & Machine Co.'s make for sale; right-hand girder frame; corliss 18x42 cylinder; 15 foot band wheel; 25 inch face, 6 1/4 bore, also shaft for same, 11 ft. 9 in. to face of coupling. Flange coupling 18 ins. diameter; also 100 feet 23 inch belt. All been in use about three years and in first class condition. Inspection invited. Also an Atlas boiler 16x72, with 78 four inch flues. Address Bernét, Craft & Kauffman Milling Co., St. Louis, Mo.

MILLS FOR SALE.

GOOD 40 barrel flour mill located at Clear Lake, Minnesota. Modern machinery in first class condition. This mill is also doing a large feed grinding business. For sale at a bargain. Schwab Bros., Clear Lake, Minn.

FOR SALE—50 bbl. full roller mill and warehouse of about 25 cars capacity, also heavy team, 3 wagons and harness; only mill in town of 5,000 and said to be best town of its size on earth. Will sell very reasonable. Address E. Roome, 502 Main St., Sistrerville, W. Va.

MOD. 40 50 bbl. steam flouring and feed mill in Monona, Iowa, for sale. Built of brick in 1902; mill running steady; plenty wheat; big feed trade; wealthy German settlement. Must sell at great sacrifice. Price \$5,500, \$3,000 cash, balance long time 4 per cent. Address Lock Box 19, Monona, Iowa.

AN OPPORTUNITY to secure a milling plant. At a point on the North-Western Line near the Minnesota-South Dakota boundary is a mill having a capacity of 125 barrels of flour per day, having sifter system, Corliss engine and elevator with capacity for 12,000 bushels. Particulars as to this can be obtained by addressing the Industrial Department, C. & N. W. Ry., Chicago.

GRAIN WANTED.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

WANTED—Shippers of grain and hay to quote us. Consignments and correspondence solicited. Doss-Hawkins Grain Co., Nashville, Tenn.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

SEEDS FOR SALE.

WINTER wheat, 60 bushels per acre. Catalog and samples free. Salzer Seed Co., Box A. C., La Crosse, Wis.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

CANADA PEAS, garden peas, marrowfat peas, garden beans, pigeon feed. Car loads and less. Let us know your requirements. Ogemaw Grain & Seed Co., West Branch, Mich.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

FOR SALE—5,000 bushels pure Georgia raised Bancroft red rust proof seed oats. These oats will produce 75 to 100 bushels to the acre. Ask for prices and samples. Dan Joseph Company, Columbus, Ga.

2nd HAND BAGS WANTED.

WILL buy any kind, any quantity, anywhere. I pay frt. Write for prices. Geo. T. King, Richmond, Va.

BAGS FOR SALE.

BURLAP BAGS—ANY SIZE—MADE TO ORDER. SECOND HAND BAGS A SPECIALTY. William Ross & Co., 59 So. Water St., Chicago.

BAGS FOR RENT.

GRAIN BAGS FOR HIRE. From 100 to 100,000. For terms write Foell & Co., 123 Market St., St. Louis, Mo.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.

COUNTRY run turkey hard wheat and corn furnished on short notice. Address A. R. Clark Grain Co., Wichita, Kan.

GOOD POULTRY WHEAT for sale, guaranteed absolutely free burned grains. Tributary Eastern and New England States. Address Results, Box 3, Grain Dealers Journal, Chicago, Ill.

BRAN WANTED.

WANTED several cars of fancy winter bran and fancy flour middlings delivered at Utica, N. Y. Prices wanted for immediate delivery or future options. Address Justin A. Auert, Deerfield, N. Y.

MEAL FOR SALE.

CORN MEAL for sale. We are manufacturers of high grade corn meal and would be pleased to have quotations from southern and eastern brokers. We can also furnish anything in the feed line. Write us. Address W. S. Roadman & Son, Mill Shoals, Ill.

HAY WANTED.

HAY AND STRAW wanted. Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

WE WANT your shipments. It will pay you to send for our market report if you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

MISCELLANEOUS WANTED.

WANTED—1/4 h. p. and 1-15 to 20 h. p. motor; 110 volt direct current; 100 ft. 10 in. rubber belting; 80 ft. 5 and 6 in. rubber belt; 1-3 pair-high corn mill; —small corn reel. Address Weathers Grain Co., Greenville, Texas.



Quality

Economy

We make bags so good that our customers are glad to get more. And our prices are the lowest.

MILWAUKEE BAG CO., Milwaukee, Wis.



A. R. CLARK GRAIN CO.

Receivers and Shippers of

GRAIN

Consignments Solicited Ask us for our bids

WICHITA, KANSAS

Clark's Car Register

Shows at a glance where to look for the record of any car of grain. It is made of heavy ledger paper, is well bound and indexed. Size 11 x 14 1/2 in.

No. 40.	Contains spaces for 9000 cars	-	-	\$1.50
No. 42.	" " " 17000 "	-	-	2.50

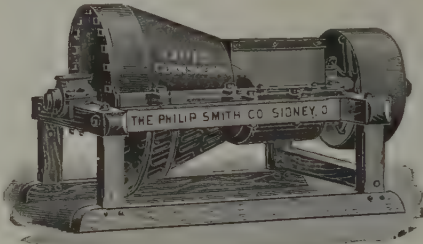
GRAIN DEALERS JOURNAL

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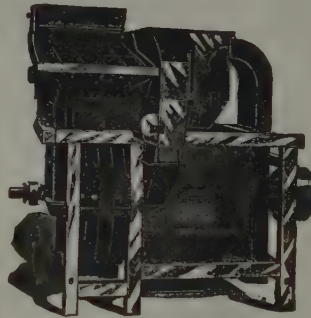
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The Philip Smith Co.
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This is the way it earns money for you.

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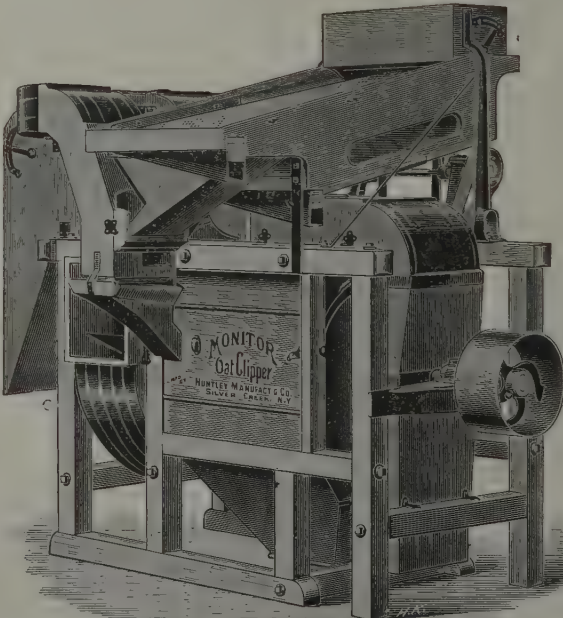
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Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., AUGUST 10, 1906.

YOU can not prove your faith in fair dealing by doubting the word of your competitor.

GRAIN elevators seem to be attracting the lightning with unusual frequency of late. Has your insurance expired?

THE best way to keep your business from the raggedness of overbidding is to give your competitor daily evidence of your friendly consideration.

RELEASING draft attached to a B/L, especially in a distant market where disinterested official weights and grades are unknown is to court a heavy loss.

CORN COBS are still being burned as refuse in many places, but many experiments are being conducted in hope of finding a profitable use for them.

ELEVATOR owners who can easily reduce the fire hazards of their property but will not, do not deserve to share in the benefits and advantages of mutual insurance.

DO YOU profit by the many excellent suggestions presented at the various ass'n meetings and reported in these columns? If not, you are not taking advantage of your opportunities.

BEARINGS should be examined frequently to see that oil is being properly distributed. The channels often become clogged, the oil does not reach the bearing and a hot box results.

THE CHARGE that railway officials of the Northwest are interested in line elctr. cos. is so new as to seem incredible to most persons familiar with the trade of that section.

HAVING an elevator at one station does not give a dealer the right to scoop grain at another and thereby destroy the value of a brother dealer's elevator. Covet not your neighbor's business, lest he get after yours.

A FLAT board roof for the shed containing your gasoline supply tank or for that matter the roof of any building near your elevator will prove an inviting lodging place for sparks from passing locomotives these dry hot days.

HARVEST hands are commanding such high wages in the west that everyone, who can get away is going into the fields. The natural result is that many elevators and mills are deserted because the boys can make more in the harvest fields. However, they will soon be asking for their old jobs.

RAIL carriers do not hesitate to unload and store free of charge the smallest and cheapest of package freight but when it comes to bulk grain they look upon the request for free elevation and ten days' storage as a ridiculous demand. How can any carrier justify free service for package freight while denying it to bulk grain?

LEDGES in spouts, which hold back grain, and cause choke-ups or even mixing of different kinds of grain are far too expensive to be tolerated. The mixing of two different kinds of grain would of itself prove far more expensive than the overhauling of all the spouts in your elevator. Guard closely against the ledges in the imperfectly constructed spouts

YOU are surely your brother's keeper to the extent of keeping children, who are ignorant of the dangers lurking in your elevator, out of it. In the Indiana news column this number is told of another boy smothered in a wheat bin. Are you willing to stand charged with contributory negligence even to the extent of permitting one boy to venture into your death trap? Keep children out.

CAR SEALS are becoming more and more popular with grain shippers, who not only place their name and address on each seal, but also have them numbered consecutively, so that in case the seal is broken it is a very difficult matter to provide a duplicate. Shippers who use such seals and insist on having a report of the seals on car upon its arrival at destination can oftentimes place the responsibility for the shortage. If seals have been tampered with in transit and this fact can be proven to the carrier shortages will generally be settled for without much delay.

THE Standard Oil Co. is lending encouragement to the cause of denaturized alcohol by frequently advancing the price of gasoline. It may be that the trust proposes to hit consumers hard while it has them at its mercy. The greedier it is now the sooner will it suffer from competition with alcohol.

KANSAS' state grain commission in issuing the rules to govern the grading of grain in that state this year has given due warning to all concerned that should the same commission be reappointed another year, rye will not be tolerated in No. 2 wheat. It shud not be accepted in any market as No. 2 wheat, but it will be found in every grade so long as it is tolerated.

IT HAS been maintained by some that large storage elevators at country points forces dealers to pile up large quantities of grain and gives rail carriers an excuse for giving its available empties to the man without storage room. Much storage capacity may foster speculation, but it often gives the possessor an advantage he is very glad to possess when grain is moving rapidly to market.

WHERE cobs are spouted from an elevator cupola to a detached power house, always put a slide in the spout, to be closed when cleaner is not running. This will prevent fire communicating from the power house to the elevator. An enclosed spout is nothing more than a flue through which heat will rush if given half a chance. A hanging gate near bottom of spout will also reduce the fire hazard.

THE THRESHERMAN prefers to put all the rubbish which passes thru his machine into the farmers' sacks, because invariably he is paid so much a bushel, but so long as grain dealers accept screenings and chaff from farmers, the farmer will not go back to the thresherman, with it. Not only does the dealer often pay grain prices for the chaff, but he also ships it and pays freight on it with the natural result that his grain is graded down in many markets.

THE MANY friends in the hay and grain business of Geo. S. Loftus of St. Paul will be pleased to know that he is a candidate for a place on the Interstate Commerce Commission. Commissioners Fifer and Cockrell will soon sever their connection with it, making two vacancies. Mr. Loftus has done effective work in the interests of the hay shippers of the country and of all shippers of the Northwest. He had a number of years experience in the railroad business of the Northwest prior to engaging in the hay and grain business. His excellent work during recent years in behalf of shippers' interests will insure their enthusiastic support of his candidacy.

THE QUERY of C. J. Colling, published in the July 25th number, does not seem to be attracting replies. Can it be that no one has ever investigated or possesses any exact knowledge of how much grain is falling down the back leg? Do you believe you are re-elevating 20 per cent of the grain received or in other words do you elevate 1,200 bushels to the top of your house in order to fill a 1,000-bu. bin?

BOYS continue to be sacrificed to the privilege of playing about the grain elevator. The latest was an 8 year old boy found buried in a car of wheat bound for Houston, Tex. Strong odors emanating from the car caused an investigation at Francis, I. T. When grain reached Houston it was condemned and burned, hence shipper will be out the freight as well as the wheat. Keep children out of the elevator.

WHEAT, barley and oats in shock and stack have received such thoro and frequent drenching lately that many reporters are already complaining that grain is sprouting. It has been several years since the trade was encumbered by a large crop of damp and sprouted small grain, but nearly every year some trouble is experienced. The country elevator man who is equipped with an up-to-date drier can handle wet grain at a profit and oftentimes dry in transit when the farmers in his neighborhood present no wet grain for a bid.

THE DECREASE in the number of co-operative companies operating grain elevators in Illinois is but natural. In many cases the grain growers have found heavy losses where the sleek promoters had promised fabulous profits and they are selling or giving away their stock lest it prove a liability instead of an asset. Since the real farmers have discovered that regular elevator operators are not opposed to their shipping their grain thru their own elevators, they have tired of the agitation and returned to farming which they understand.

ELEVATION allowances are again to be investigated by the Interstate Commerce Commission and no doubt will be declared illegal wherever they act as a rebate to the recipient. Most of the roads have been for years making a determined effort to collect demurrage where cars are delayed 48 hours after delivery, for unloading. One road, the Union Pacific, is now seeking to justify its position in granting elevation allowances by paying the allowances as a premium for the return of its cars within the time usually specified by other carriers as the free period. The shipping public is in no mood to tolerate longer discrimination of any character and the commission is very likely to be pestered with protests and petitions until all shippers are on an equal footing, as they shud be.

FARMERS wud sow less mixed oats and corn and less of the poorest seed grain obtainable if grain buyers wud discriminate sharply against the poor off-grade stuff brot to market. Farmers recognize the advantage of careful selection in stock raising, but when it comes to

grain growing any old screenings seems to satisfy them. The buyers are really more to blame than the growers, because they have discouraged intelligent farmers making an effort to market better grain by paying the same price for the worthless rubbish as for choice No. 1. As soon as all buyers refuse to accept off-grades except at a sharp discount, farmers will exercise more care in the selection of seed as well as greater care in the preparation of grain for market. Shippers must sell by grade and can afford to buy in no other way.

IT HAS been said that to enforce reciprocal demurrage would soon force all railroads into bankruptcy? In states so fortunate as to have reciprocal demurrage laws, the railroads have not paid a cent, but they have supplied cars ordered within a reasonable time. Shippers trying to do business in states where the old time jug-handled demurrage charge is in force pay for every delay of rolling stock occasioned by themselves or the carriers and always wait for cars until—well, until they arrive and pay for the privilege, yet a few of them have escaped bankruptcy. When the management of a railroad is so woefully wrong as to throw it into bankruptcy the new stockholders will be very likely to install new officials and give them to understand that revenue is derived from transporting freight, not from delaying it.

ELEVATORS are collapsing in different sections of the grain surplus states and their owners are sorely perplexed because they were induced to give the contract to the low bidder, who as results prove, did not know his business. Many ridiculous bids have been made by country carpenters this year on country elevators, and what is even more wonderful is that many of these impossible bids have been accepted. Some plants completed during recent months were so defective that knowing ones feared even to enter them, yet the barn builders have not hesitated to deliver these traps with any guarantee asked for storing and handling grain. The intelligence, honesty and reliability of the builder is a better guarantee of a good house than any written guarantee yet delivered by these country wood butchers.

KANSAS CITY'S back-room bucket-shop, which has striven to disguise itself under the name of the "National Board of Trade," is out with a new scheme for attracting bucolics, bids now being actually issued for real grain by one of its mainstays who was long since expelled from Kansas City's only real grain Exchange, the Kansas City Board of Trade. When you get a bid from the National Grain & Elevator Co., file it in the waste-basket and ship your grain to a member of the regular authorized Exchange. By so doing you will save yourself much worry, have the weighing of your grain supervised by one of the best weighing departments of the country, and get the price justified by the only real cash market in Kansas City. Then, too, shud any differences arise the Kansas City Board of Trade, which stands for fair dealing, will guard you from trickery.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

MACHINERY FOR DISTILLING ALCOHOL?

Grain Dealers Journal: Can the Journal give me the names and addresses of one or more firms that manufacture distillery machinery? I wish to figure on a denatured alcohol plant.—Andrew O. Crist, Pond Creek, Okla.

Complete plants for the distillation of alcohol are made by the American Copper & Brass Works, Vulcan Copper Works and Hoffman & Ahlers, all of Cincinnati, O. Equipment also is furnished by Olson Bros. & Co., of Chicago. Rolls to cut up the grain are made by firms advertising in the Journal.

WHO GOT THE DOLLAR?

Grain Dealers Journal: Two neighbors came to town together last Saturday each bringing 30 bus. of wheat. Comparing rates along the way A declared he would not give more than two bushels for a dollar, that is he would accept \$15. for his load. Mr. B. admitted the thrashers had left considerable screenings in his wheat hence he wud be willing to sell three bushels for a dollar or would accept \$10. for the load.

As they neared town Mr. A's family physician came driving at breakneck speed in answer to a telephone call that Mrs. A had been sunstruck. Mr. A entrusted the marketing of his grain to B and returned home with the physician.

Mr. B. sold the 60 bus. at the rate of 5 bus. for \$2. but received only \$24. Mr. A insisted upon having \$15. Who shud stand the dollar loss? Who got it?—Fred Meyers.

WHAT CONSTITUTES "PROMPT" SHIPMENT.

Grain Dealers Journal: When grain is sold for "prompt shipment" how many days are allowed shipper in which to get the grain out? If you can give me any definite information covering this point you will greatly oblige.—Thomas O'Shea, Madison, Nebr.

[Ans. Rule 5 of the Trade Rules of the Grain Dealers National Ass'n provide: "TIME OF SHIPMENT OR DELIVERY: In making contracts, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean that the seller shall have such given number of days (excluding day of sale, Sundays and legal holidays) in which to load grain to apply on a sale for shipment, or to deliver at the agreed destination, grain sold for delivery.

"Grain to apply on a sale for shipment must be actually loaded, and billing instructions furnished the Railroad Company in accordance with the custom then in vogue at the shipping point.

"In using the words, Immediate, Quick and Prompt, the following meanings shall be implied: "Immediate" three days; "Quick" five days; "Prompt" ten days.

"Where no specifications, as to time of shipment, is named in the contract, 'prompt shipment' shall apply.]"

WHO SHUD SUE TELEGRAF CO.?

Grain Dealers Journal: In case an offer is made by "A" on 5,000 bu. of wheat by letter, "B" receives same and wires at once "Accept on dry accursed as per your letter." "A" claims wire read "Accept one dry accursed as per your letter" and wires back to "B" "We reduce you sale on one car." The market having declined considerable in the meantime, and "B" receives this after market closes Saturday so at once write "A" saying sale is booked him at 5,000 bu. and proceeds to load out cars accordingly. "A" accepts first car and refuses second by letting draft go to protest. If telegrams are as both parties claim, should "B" endeavor to collect from "A" for loss and let "A" recover from The Telegraph Co., or should "B" collect from Telegraph Co. direct? Both parties are members of The Kansas Grn. Dealers Ass'n. The real thing we desire to understand is, who is it up to, to go after the Telegraph Co. if error was made as claimed by "A"?—E. J. S.

RIGHT LENGTH OF TIME TO CHARGE INTEREST ON ADVANCES?

Grain Dealers Journal: What is the right length of time for us shippers to pay the Commission firms Interest on our drafts which are attached to Bills of Lading?

Since the Chicago Board of Trade has passed the rule to charge this Interest we have been trying to ascertain what length of time is right for us to pay Interest.

I contend that the shipper should be charged only from date that Commission firm pays draft to date that car is *Inspected*.

In looking over the papers attached to our Chicago account sales, I find that on some cars there is a difference on some cars of three or four days and on some even more than this between when car is unloaded and when it is Inspected.

After a car is Inspected it seems to me that my part of the contract is fulfilled and that the contents of the car belong to the Commission firm.

I do not think the shipper should be held responsible for delays caused by strikes or congested conditions on the tracks around the elevators.

I have tried holding draft and Bill of Lading so as to allow it to arrive about the time that car did, this to avoid paying Interest at all. Even then I was charged up with two or three days.

A car might be ordered around to some track for transfer and be two weeks or longer unloading, and the shipper paying interest all time, notwithstanding that the grain was sold f. o. b. his track.

The interest rule has compelled us to pay interest on money we did not need, and I think most dealers thru the state are in same position. During the rush of grain most grain men have balances to their credit, and do not need the money drawn on grain to pay for grain until it has had time to arrive in Chicago and get returns; but few grain men like the idea of consigning grain to be remitted for when weighed up. We risk too much. I claim this is an unjust charge and we are put in a position where we can't help

pay interest on money where we have money in bank. I believe if the Board had not raised the hedging privilege to $\frac{1}{4}$ ¢ com. and doubled the commission on wheat that the most of our wheat would have been hedged and then shipped in on the market. But they fixed it up so we were compelled to sell all our wheat when we would have been glad to have consigned our grain. Yours respectfully, Edwin Beggs, Ashland, Ill.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

AUDITOR HEALY'S PRACTICE DOES VIOLENCE TO HIS THEORIES.

Grain Dealers Journal: Referring further to the letter of Mr. W. J. Healy, Freight Auditor of the Atchison, Topeka & Santa Fe Rly. Co., at Topeka, Kansas, published in your journal of June 10th, and in support of our letter published July 10th, we beg to state that we are just in receipt of the declination by Mr. Healy of a claim for shortage where the records of the Kansas City Board of Trade, the State Inspection Department, and the Railroad delivering the carload of wheat to the elevator shows that the car arrived leaking at the grain door.

This declination is based upon a report of the car inspector that the grain door was too light and was not cleated at the bottom, consequently bulged out so as to allow a leak, and the reason stated by Mr. Healy for declining the claim was that the car was not properly coopered, in that the grain door was not cleated at the bottom. Yours truly, Sherman and Fletcher, Kansas City, Mo.

ASKS SHIPPERS TO GIVE MORE CARE TO BILLING.

Grain Dealers Journal: Won't you start a campaign of education for the shipper, who makes drafts on the receiver of grain at primary and seaboard markets without

(a) Sending an invoice in due time.

(b) Attaching proper documents.

I am in a receiving house and with the rush of new wheat from Ohio and Indiana, we are having a sweet time trying to get men who ought to know, to do business properly. What a nerve to expect people to pay their sight drafts (protest drafts sometimes) without any advices whatever?

And then the documents!

Grain billed "straight" to the shipper so that the alleged B/L doesn't carry exclusive title to the property.

No freight rate on B/L, so if we haven't the tariff (and it's not easy to get tariffs of all the roads in the western country) we must pay whatever freight the railroad asks, and then fight it out in a claim.

Grain underbilled. Invoice calls for say 95,000 lbs. and the B/L for 60,000. Nice thing if the car gets wrecked and

you make claim for 95,000 lbs. on a 60,000 B/L.

Another thing. How are we to borrow money for 95,000 lbs. from a bank on a 60,000 B/L?

And then the endorsements! Apparently signed by the office boy, sometimes signed with a rubber stamp, or signed "per John Jones," as if anybody would recognize such unauthorized signatures.

A B/L should be endorsed as carefully and conscientiously as a man signs a check. He doesn't sign a check with a rubber stamp, or let anybody sign his name and "initial" it.

When a shipper asks and expects a receiver to pay his draft at sight, common decency as well as business courtesy suggests that he—

(a) Sends an invoice in time, so drawee can make proper financial preparation to take care of draft. (We have had drafts poked at us for thousands of dollars at 2:45 without a word of warning. We're not all national banks to stand that kind of thing. And then the shipper gets mad if you don't pay.)

(b) Leave a fair margin, instead of drawing for the last cent.

(c) Attach a certificate of weight, preferably sworn to.

(d) Make out a negotiable "order" B/L.

(e) Put correct weight on B/L.

(f) Show routing, or terminal road, so receiver will know where to look for his grain.

(g) Put freight rate on B/L and have agent sign for it.

(h) See that agent signs for the property by hand and not rubber stamp.

(k) Have B/L properly indorsed.

If the shippers and the railroad agents would only bear in mind that bills of lading are valuable documents and treat them as such instead of issuing them in careless, don't care fashion, they would not send out such rubbishy papers. All the shipper seems to care for is to make his draft regardless of what he shows for it.—A. Sufferer & Co.

Locusts from Morocco are said to be descending in great swarms on the great plain of Hungary, destroying vegetation on thousands of square miles.

The Wabash Insurance Co. of Hammond, Ind., has suspended business. Altho it was at first reported that the reason for the suspension was on account of the San Francisco disaster, the real cause was that the Attorney General of Indiana notified the Auditor of the concern that it was operating under an illegal charter.

I contend that the rules for grading wheat as they now exist are inadequate and that if the different inspection departments of the winter and spring wheat growing states would get together and evolve a universal set of rules they could bring about a system for grading grain which would be more intelligible and of greater benefit.—Geo. E. Aylsworth in paper before millers' convention.

I would urge and request when getting wheat from either St. Louis or Kansas City, to insist on state inspection certificates and also see to it when the cars arrive at your mill, that the Missouri state seals are on both sides of the cars. If this is done and the wheat has been graded as No. 2, I believe you will find it to be of choice milling quality, but if not reject it by all means, and notify the chief inspector of your actions.—X. F. Stark in paper before millers' meeting.

Crop Reports

Canada.

Winnipeg, Man.—A month ago we stated that crop conditions indicated an average yield of 20 bus. per acre. Present conditions indicate an average of about 19 bus. Too much rain in some districts and not enough in others in July. The grubs did greater damage to the crop, especially in Alberta, than was at first thought. The excessive heat during a few days likely did some damage, too. Slight traces of the Russian fly almost every year, as shown by the white and empty grain heads. More red rust than usual in some districts and possibly it has done slight damage, but not serious so far.—Campbell, McLean & Co.

Winnipeg, Man.—Wm. Craig, superintendent of the Northwestern Elevator Co., Minneapolis, after an inspection of Manitoba fields, has discovered a great deal of rust, which he believes will have a serious effect on the yield of wheat. From 15 years' experience and study of wheat growth, he states the shrinkage is considerable. Even if black rust does not appear in Manitoba, the presence of so much red rust will make a noticeable difference in the yield. Premier Roblin does not believe in the stories of rust and predicts a yield of 100,000,000 bus. in western Canada. On the Regina-Prince Albert line the yield will be 9,000,000 bus.; last year it was 6,000,000. W. A. Black, of Ogilvie Mills Co., western manager, predicts that in spite of the increased acreage in wheat in western Canada the yield will not be greater than last year, the reason ascribed being the general and the large amount of red rust prevalent and lack of rain at critical periods. Later reports from crop experts received up to Aug. 7 indicate that damage to western Canada grain is greater than anticipated. Drought along the Soo line at Weyburn, Milestone and southwest of Melita; rain storms lodging the heavy grain, severe hail storms during the past ten days and signs of red rust increasing will greatly reduce the yield in important wheat centers, so that for export western Canada will not have more than 85,000,000 to 90,000,000 bus.—C.

Illinois.

Evans, Ill.—Oats making 35 bus.—H. A. Stotler.

Blackstone, Ill.—Oats will average 25 bus. per acre.

Lemont, Ill.—Oats will make 30 to 35 bus. per acre.

Leverett, Ill.—The oats crop will average 35 to 40 bus.

Elwood, Ill.—Oats making 35 bus. per acre.—Wm. Schumacher.

Ellsworth, Ill.—Oats here are making 35 to 40 bus. per acre.

Lodemia, Ill.—The oats are fine and will average 40 bus. per acre.

Tuscola, Ill.—The oats here will not average over 30 bus. per acre.

Dwight, Ill.—Oats will average 30 bus. per acre; corn could not be better.

Nevada, Ill.—Oats making 28 to 30 bus. per acre.—Merritt & Wierman.

Seymour, Ill.—Oats making 30 to 35 bus. per acre.—J. M. Mullin & Sons.

Dwight, Ill.—Oats are averaging 30 bus., testing 29 to 32 lbs.—E. H. Young.

Gardner, Ill.—Oats will easily average 35 bus. per acre.—J. R. Thornton & Sons.

Lockport, Ill.—Estimate the oat crop at 25 to 30 bus. per acre.—Norton & Sons.

Dwight, Ill.—Corn will be a bumper crop, but oats will average only 30 bus.—G. L. Kern.

Walker, Ill.—Oats, two-thirds crop. Corn fairly good, but south of here burning up.—C. Fieker.

Joliet, Ill.—Oats are making 30 to 35 bus., and some are testing 35 lbs. per bu.—M. S. Truby & Son.

Wenona, Ill.—Oats will make 35 bus.; think prospects for corn are good.—J. H. Taggart & Son.

Varna, Ill.—Oats will average 37½ bus. per acre. Corn crop short 10 bus. per acre on account of the drouth.

Mattoon, Ill.—Oats will average 35 bus. per acre. Broom corn acreage is a little larger than last year, but the quality is about the same.

Fairbury, Ill.—Oats testing from 28 to 35 pounds per bu. One 20-acre field threshed 45 bus. per acre.—Shearer Grain Co.

Garfield, Ill.—Oats averaging 40 bus. per acre. Corn is damaged 7 bushels per acre because of the drouth.—W. D. Winter.

Wenona, Ill.—Oats will make hardly 35 bus. per acre. Corn has been hurt 10 bus. per acre by the drouth.—W. H. Tallyn.

Held, Ill.—The oat crop will average 30 bus. per acre. The growing corn is hurt 10 bus. per acre because of the drouth.—John Fehning, mgr., Hopewell Grain Co.

Wilmington, Ill.—Oats will average 30 bus. per acre; are testing light, as compared with last year. Corn is fine, and the rainfall has been sufficient.—Wm. Godel.

Lomax, Ill.—Fall wheat in this county was a good crop, and a fine quality; averaged 25 bus. to the acre. Oats and hay are short; too dry.—R. A. Lomax, Burlington, Ia.

Oakwood, Ill.—Oats are making from 20 to 52 bus. per acre and are of good quality. We are shipping new oats. Too dry on corn and pastures.—C. S. Trimble, agt., B. B. Minor.

Birkbeck, Ill.—Average yield of oats about 27 to 29 bus., quality fine, testing from 29 to 34 lbs. Corn badly damaged by drouth and grubworms. Our territory cannot make over one-half of last year's crop.—F. C. Shepherd.

Chillicothe, Ill.—Wheat here very fine quality, yielding 12 to 30 bus. per acre; oats 20 to 50 bus., also fine. Corn needs rain very badly, and considerable of it is firing badly. Rain would not help the early planted crop much, but the late corn would be benefited; will not have over three-fourths the crop at best. Hay light, not over one ton per acre. Most grain being marketed as fast as threshed.—Geo. W. McWhorter, agt. Turner-Hudnut Co.

Indiana.

Indianapolis, Ind.—The yield of wheat in the state is estimated by the state statistician, J. H. Stubbs, at 18 bus. per acre, the same as last year.

Milford Junction, Ind.—The wheat is of good quality here, and we have prospects for fine corn and oats crop.—C. W. Butler, representing Ohio Hay & Grain Co.

Union Center, Ind.—Wheat about all thrashed in this part of the country, and oats turning out very light in weight; prospects are good for a big corn crop.—Jos. Johann.

Frankfort, Ind.—Heavy rains without winds thruout this section for three or four days have delayed oats threshing, which is only about one-third done. Corn guaranteed against drouth.—John A. Rice.

Indian Territory.

Tuttle, I. T.—Heavy rains have delayed threshing in this section, and about two-thirds of the wheat and oats crop is in the fields very much damaged. Wheat is testing 56 to 60 lbs. per bu., 8 to 20 bu. per acre, much better than last year. Oats are a good quality, making 30 to 50 bu. We are almost sure of a record breaker corn crop.—D. M. Kramer, mgr. Okla. City Mill & Ele. Co.

Iowa.

Ottumwa, Ia.—Prospect for corn excellent, best since 1903. Oats is of good quality, but the acreage is not large.—W. E. Jones.

Blencoe, Ia.—Winter wheat was never better, about 30 bus. avg., and more acres than ever; extra good quality; spring wheat will make about 20 bus., and is a good crop. Barley will make about 15 bus. and of very poor quality. Oats are good and will go about 40 bus. Corn is very good; prospects never better for a large corn crop.—Jno. R. Brown, agt. J. H. Hamilton Co.

Waterloo, Ia.—Corn conditions are almost perfect in this locality. The prospect for corn was never better at this season of the year, and if the crop matures under present conditions, Iowa will have an extremely large crop of corn. The oats crop has turned out much better than expected. The quality is fine, acreage large and yield is above the average.—W. & C. F. Union Mill Co.

Knierim, Ia.—Crops in this vicinity were never better. Oats are all cut and in shock. In some places threshing has begun and some are stacking. Oats will yield on an average of from 50 to 60 bus. per acre; but in regard to the quality of the oats it is hard to say at present, as we are having considerable rain, which, if it does not stop soon, will prove disastrous to the grain in the shock. Corn is looking fine. The rains we are having, altho hard on the oats, is working wonders with the corn. If we do not have too early a frost there will be a larger yield than we have ever had.—A. Arenson, mgr. Western Eltr. Co.

Kansas.

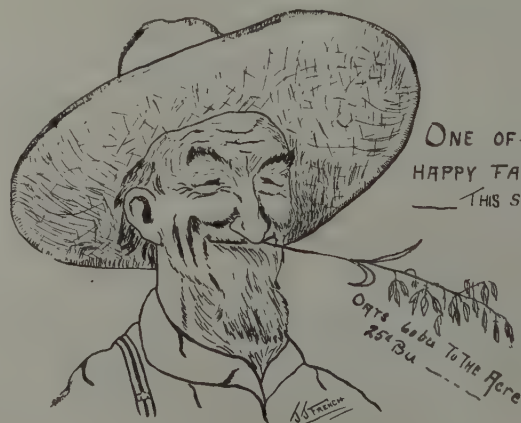
Marietta, Kan.—Acreage of corn about the same as last year; condition about 90 per cent, but about 15 days later; growing fast. Wheat yielding an average of about 18 bus. per acre; quality fine. Oats yielding about 20 bus. About three-fourths of wheat threshed; 60 per cent gone to market. Last of the old corn now coming to market. Agt. Midland Eltr. Co.

Hlawatha, Kan.—Samuel Detwiler, of Brown County, Kan., sends to the State Board of Agriculture a very encouraging report as to the harvest and yield of wheat in his vicinity. On account of the unusually dry weather during the month of May and the early part of June, many of the best wheat-growers in northeastern Kansas despaired of raising anywhere near a normal crop, but he also says that they have harvested and are now threshing the best crop of wheat, as to both yield and quality, that has been raised there in 30 years. The average yield per acre for ten fields mentioned is 37 bus.—F. D. Coburn.

Minnesota.

Hardwick Minn.—Harvest is on in this vicinity and barley is all in the shock; is of good weight and had good color when cut, but have had three days' rain lately, which knocked the good color to some extent. Oats are fine and will make a heavy yield of good quality; very few cut as yet. Corn is looking good, but all of two weeks late, which of course makes it liable to freeze and be soft.—M. L. Wahlert, agt. D. Rothschild Grain Co.

A Crop Report from Knierim, Ia.



Missouri.

Columbia, Mo.—The condition of corn Aug. 2 was 83; broom corn, 81; yield of wheat, 15.4; oats, 18.7. The condition of corn, while apparently low, is three points above the ten-year average, and in the instance of plenty of rain will make a normal yield. It is spotted in all localities, and will ear very low. The dry weather has begun to tell in all sections except the Southeast, which is nine points above last month's average. The northeast section has suffered the worst injury from drought. About three tier of counties from Daviess and Caldwell, on the west, to the Mississippi River, on the east, have suffered worst from the drought. Nearly all counties south of the river show from a fair to an excellent condition, while the same condition prevails along the Missouri River in the northwest. There is nothing in the present situation to cause any great alarm, although the continuance of the drought for any great length of time would materially affect the yield. The bulk of the crop is now earing, and this is the critical period. Wheat threshing is practically all finished, and all grain is saved in an excellent condition. As threshing progresses, the yield is found to be better than the estimate one month ago. Oats weigh 30,000 bu. for the state. Oat threshing is under headway, but has not progressed far enough to give the final yield. Only one-half of the original acreage will be threshed; the remaining half has either been pastured, mowed for hay, or threshed or fed in the stack. The grain is heavy and of an excellent quality. The estimated yield is 38 bus. per acre. Timothy and clover meadows will yield a lighter crop of hay on the average than any year since 1901, the drought year, but the quality of the hay is very good.—Geo. B. Ellis, secy. State Board of Agri.

Nebraska.

Clay Center, Neb.—Crop conditions excellent; wheat yielding from 25 to 35 bus. per acre. Corn a little late, but doing nicely. Oats making a fair yield.—W. B. Smith, mgr. Farmers Eltr.

Plainview, Neb.—Hot and dry; need rain badly for corn at present. Some winter wheat threshed and the farmers are busy cutting oats.—E. G. Harris, agt. Blenkirton Grain Co., Copenhagen.

Nebraska.—Crop conditions through northeast Nebraska are the best we have had for years. About one-half of the oats are now in shock and are of excellent quality and will yield from 40 to 60 bus.—C. H. C., agt. Blenkirton Grain Co., Sioux City, Ia.

Unadilla, Neb.—We are having plenty of rain; too much for shock. Threshing three-fourths cleaned up before the rain and the quality and yield good. The corn fields look ragged; listed corn a very poor stand

on the hill farms; bottom corn looks promising for a good crop.—J. T. Ridgway, agt. Duff Grain Co.

Hildreth, Neb.—Wheat is running from 15 to 35 bus. per acre and nearly all in the stack in good shape. Oats are making from 25 to 40 bus. per acre. Corn is about two weeks late on account of dry weather, but is doing well now. We had a good soaking rain recently. Corn will not make a good full crop on account of the small suckers; each hill has about nine stalks in it.—S. Krehmeyer, mgr. Wm. Rundberg.

New York.

Buffalo, N. Y.—The state winter wheat crop is much better and larger than it was expected to be, and the quality is of the best. Some fields are turning out as high as 43 bus. to the acre, tho the dry weather in May threatened to reduce it very much, and did cut down the straw considerably.—J. C.

North Dakota.

Oriska, N. D.—Crops here were slightly damaged; some claim as high as 25 per cent. General outlook for about 12 bus. wheat crop. Grain will not yield as well as most papers estimate.—J. J. Taylor, mgr. Farmers Co-Operative Eltr. Co.

Ohio.

Toledo, O.—Big yields of wheat and oats are indicated by the recent reports which have been received.—H. D.

Columbus, O.—Average date of wheat harvest, July 30; oats condition complete with an average 77 per cent; average date of harvest of oats, July 22; average date of harvest of barley, July 9; average date of harvest of rye, June 30; hay product, per acre, 1.17 tons; quality compared with an average, 85 per cent. Wheat prospects, as indicated from this report, are the most flattering in a number of years past. Its present condition is reported at 99 per cent, compared with an average, a gain of two points over estimated prospect July 1. Not a county in the state reports prospect at less than 90 per cent, while thirty-six counties estimate that the yield will be a full average or better as stated in previous reports, the area seeded was far below an average, but with the promising prospect now reported the average yield per acre should be so heavy as to bring the total production well up to an average crop. Ohio's heaviest wheat crop for the past five years was in 1902, when on 2,054,538 acres there was produced 36,901,212 bus. The estimated area seeded for this year's harvest is 188,121 acres less than the area for that crop. Rainfalls have been heavy and frequent during the past month, hence threshing has been retarded to some extent, but where completed heavy yields per acre are generally reported, while the quality of the grain is excellent. There is some complaint of wheat sprouting in the shock, the damage reported from this cause being variable, some correspondents estimating it as high as 20 per cent, while others report but slight damage. In a few weeks more threshing will have been finished to estimate, with approximate correctness, the actual product of this year's harvest. There has been no material difference in the oats prospects from that indicated last month. The continued drought following seeding seriously affected its growth and the present prospect is for about three-fourths of an average crop. While the report shows no percentage prospect of corn, correspondents generally note its promising condition.—Ohio State Board of Agri.

Oklahoma.

Waukomis, Okla.—Shock wheat is pretty badly damaged by rains and the rains seem to continue. Stacks that are not put up well will be damaged.—Waukomis Mill & Eltr. Co.

Texas.

Greenville, Tex.—Oats and wheat were half a crop; corn will average 25 to 35 bus. per acre.—Weathers Grain Co.

Fort Worth, Tex.—At the executive committee meeting of the Texas Millers Ass'n, July 31, it was the belief that 75 per cent of the wheat crop had been threshed, and that 80 per cent of the threshed wheat had been sold. It was practically agreed that the wheat not yet threshed will be badly damaged on account of excessive rains in the wheat belt, and consequent shedding and that very little of it would be suitable for milling purposes. The corn crop in north Texas was reported good, while in some sections of the extreme southern portion of the state it is practically a failure.—V. B.

Wisconsin.

Menomonie, Wis.—Oats never looked any better; winter wheat, barley and rye are cut in good shape. Corn never looked any better at this time of year.—Victor Desimay, agt. Wisconsin Eltr. Co.

Madison, Wis.—In some portions of the southern section of the state there has been insufficient rain for the proper growth of crops—while pastures have suffered severely—but these conditions are not general. The hay crop was secured in good condition, and, while the number of tons harvested is considerably less than that of last year, the excellent quality makes the crop a valuable one. Wheat, rye and barley have also gone into shock in good shape, and the promise of yield is above the average. Oats are now being harvested and are generally of excellent quality. There has been little loss from lodging, and consequently complaint of rust has not been general. Corn has made a rapid growth, and in many parts of the state is more promising now than at the same date last year. Potatoes are almost universally reported in healthy condition—very little blight or rust being reported. The estimated yield per acre of crops already harvested is: Wheat, 18 bus.; rye, 17½ bus.; barley, 35 bus.; tame hay, 1½ tons.—John M. True, secy. Wisconsin State Board of Agri.

Seeds

The H. E. Fiske Seed Co. has been incorporated at Boston, Mass., with \$30,000 capital stock.

Millersburg, O.—Timothy seed is commencing to move. Will have a large crop and good quality.—Samuel Franks.

John F. Coy of Odebolt, Ia., has been remodeling his seed house after visiting many large seed houses in Illinois for ideas.

J. Bracken has recently been appointed representative of the Dominion government seed branch for Manitoba and Saskatchewan.

Seed grain competitions will be held under the auspices of the Dominion government at nearly 30 points in Saskatchewan, Canada.

The Ohio Dept. of Agri. reported Aug. 1 that 72 per cent of the clover area had been cut for hay. The condition of timothy Aug. 1 was 80 per cent.

The Toledo Produce Exchange has re-elected David Wallace chief inspector and weigher of clover seed, and Wm. Hadnet will be his assistant as last year.

Red clover is rapidly approaching harvest. Acreage is short. Some say mammoth may be fair crop. Majority think it will be short. Medium furnishes the bulk of the crop.—C. A. King & Co.

The condition of the clover seed crop in Missouri on Aug. 2 is reported by Geo. B. Ellis, secy of the state Board of Agri., to have been 68 per cent. The condition was 60.3 in northeastern, 69.4 in northwestern, 61.7 in central, 79.6 in southwestern and 69.4 in southeastern Missouri.

The first new red clover seed was received at Toledo this week, grading No. 2. The shipment being received from central Indiana. The first timothy seed for the season came this week also, being sent from central Ohio, grading prime, some of it being classed n. e. g. The market on seed has been very firm for some time.—H. D.

Consul Maxwell Blake writes from Funchal, Madeira: All seeds for next year's crops will, as a consequence, be short of the demand and thus very much dearer. Here is offered a splendid opportunity for the market of American seeds, as it is generally admitted that the seeds of our dryer climate have never failed of good results whenever they have been used in Madeira. Seeds are admitted duty free. There is, however, a small octroi tax.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to Aug. 9, are given on the chart herewith.



ANNUAL MEETING OF THE WISCONSIN GRAIN DEALERS ASSOCIATION

The fourth annual meeting of the Wisconsin Grain Shippers Ass'n was called to order by Pres. York at 2:15 p. m., Aug. 7th in the Hotel Blatz, Milwaukee.

In welcoming the dealers Pres. B. G. Ellsworth of the Milwaukee Chamber of Commerce said:

The reports of the meeting of the Tri-state Ass'n held in Minneapolis recently shows the value of the ass'n to grain men as buyers in the country and commission men in the city. That ass'n has grown probably more than any other and it is due to the extra effort that has been put forth to bring it up to the standard at which it now is. In this state there is a little lack of effort to make this ass'n as strong as it should be, and I have watched the ass'n ever since its inception.

All I have to say is that you are heartily welcome to the city. As to extending you the keys of the city that would have to be left to the Mayor, but we can possibly supply you with the night keys to the Chamber of Commerce in case you are delayed.

We would like to see a brotherly feeling between the grain men. Acquaintances and occasional meetings always result in good. We would like to see, as Milwaukee commission men all of you stay here until the meeting is over and we hope you will go away feeling your time has been well spent.

Pres. York: On behalf of the Ass'n I wish to thank you for your cordial welcome, for the support your Chamber has given our ass'n and for the preparation you have made for our entertainment.

Pres. York read the following President's address:

President's Address.

At this our fourth annual meeting, I am glad to welcome you to our sessions and when I say this I not only refer to our members proper, but all dealers and everyone present who is in sympathy with or connected with the trade. I hope and trust this meeting will be a profitable one and of lasting benefit to each and every one of us. This will be greatly dependent upon and measured by our individual interest and our willingness to voice our sentiments.

During the past year the work done by our Ass'n has unquestionably been of considerable benefit to all dealers and while possibly our endeavors have not glistened nor sparkled, much credit should be given our Secretary for his dogged perseverance along certain lines, and his efforts backed up by a good membership are bound to bear fruit.

The meritorious work of this Ass'n, I am convinced is only limited by the number of dealers affiliated. In my estimation every progressive grain dealer in the State whether large or small, should join the Wisconsin Grain Dealers Ass'n and pledge his co-operation in a work which is wholly directed toward his best interests and welfare. The fee and dues are nominal. Let me urge all our present members to make a personal canvass of your respective territory, inducing your competitors to join. By working along this line you will greatly benefit yourself and the trade.

Another thing I desire to impress upon the members is the fact that our Ass'n is formulated with the view of investigating any and all complaints and by making free use of your authorized agent the Secretary, great good may oftentimes be realized. He is expected to perform special services for your account and a more confidential and friendly relation will tend to make him more valuable not only to you but the Ass'n.

By organization the small dealer is pro-

lected and the main idea is the protection of the weak in their battle with the strong. The more perfect our organization, the more assurance to the little fellow that such conditions shall be maintained as will give him equal opportunity with his brother. When the full intent of organization is accomplished, there will be no opportunity left for the exercise of the purposes of the so-called trusts. We can therefore be assured that ass'ns and organizations of tradesmen which are honestly conceived and managed in a spirit of fairness are wholesome and worthy of the approval and assistance of well meaning citizens.

Then let us see whether it really pays us individually to sacrifice the time and incur the expense necessary to join in such organization. There are several sides to it, each one of which makes it worth while. There is an educational side, a social side, and a mutual protection side.

There is no school where we can learn how to buy, grade, handle and market grain, therefore we must secure what knowledge we get largely through experience. The only tutoring we get is through the people with whom we come in contact each day, and the wise grain man seeks every opportunity for contact with his fellow dealer and with those to whom he sells or from whom he buys, absorb all the information he can secure for the improvement of his own business methods. There are wise men in the grain business but none so wise that they can remain continually in their offices, relying solely upon their own experience to learn all there is to learn.

The meetings of our State or our Local Ass'n where the dealer meets his neighbor, broker or customer, invite friendly relations which adds much to the pleasure of the business and should be exhibited to customers and competitors alike. Harmony is fostered by ass'n but between competitors it dies quickly if not given plenty of exercise.

Mutual Protection: Then, there is the mutual protection side of Ass'n work; the combined effort to ward off the evils and smooth over the rough spots that attach themselves to the trade. This is the primary object of all organization. Here is where the opportunity is presented for the correction of abuses and the bettering of trade conditions. Here is where the strong should aid the weak and should be able to look past their personal and individual needs to the general good. When the strong take control of the organization and disregard the needs of their weaker brothers, then will bring on the downfall of the organization. Let me say that it is the little country dealer who needs the organization and the organization needs him. It is not the one whose volume of business puts him in a position to dictate terms to a transportation company, who really needs the organization. If the control falls in the hands of such dealers, they must not forget that success depends upon the support of the multitude of small dealers. In their better position they must not forget the needs of their less fortunate brother. There is no room for smallness nor selfishness in any ass'n. If this organization can be found at all times striving for the improvement of market conditions, for proper preparation of grain for market, for the fair fulfillment of contracts, for the elimination of bad practices of all kinds among individual shippers and receivers, for a reasonable adjustment of railroad rates, for fair distribution of equipment by railroad companies, and for a square deal on every hand, there will be small question as to its success.

A wide scope of opportunity for usefulness is presented to this organization. There is continually being proposed, by legislative bodies, laws that affect our business and the watchfulness of a corps of efficient officers to safeguard our interests is needed. The transportation companies and their traffic ass'ns are continually making new rules and these need our combined efforts in order that we may maintain our rights. The recent repeated efforts to thrust upon us the non-negotiable bill of lading is a case in mind. That there is discrimination in railroad rates and that railroad officials pay little, if any, attention to fairness in distribution of equipment cannot be denied, al-

though our Secretary reports there seems a disposition on the part of the railroads to equalize the distribution of cars in our State and this fact has been particularly noticeable during the past year. The people are aroused about these matters, however, and if the laws recently enacted are not found adequate, others will be championed until the services of transportation companies shall be available to all without discrimination. It should be the part of this and like organizations to use their influence in a conservative manner to this end. Grain dealers are vitally interested in this question and should use every effort possible to have it fairly settled. The time should speedily come when a rate of freight is named it shall be based upon the amount of energy required to carry the commodity to its destination, with a reasonable allowance for responsibility based upon the value and nature of the commodity, but with absolutely no favoritism to locality, and no influence from commercialism or conservatism in this day has in fact come to such a degree of aggressiveness that the business that does not take its stand and boldly look after its own interests, is likely to be trampled upon.

Abuses: We have also many abuses that need correcting before the transacting of business between the shipper and receiver can be considered altogether satisfactory. Terminal market conditions while greatly improved are not by any means the best, and until we secure uniform grades and uniform trade rules my opinion is that some friction is bound to occur.

We need some things at the shippers end of the line as well. We need better weighing, cleaning and handling facilities, and the very fact that, since the country grain dealers have become organized, much improvement has been made in this direction, insures to us that thru the continuation of such organization, more improvement will come.

All rules of arbitration and the work of an arbitration committee are far more important than many dealers realize. The idea of arbitration and investigation is having a restraining effect upon both shippers and receivers who have been inclined to sharp practices or to carelessness in the fulfillment of contracts. All this is open to us and all this good can be accomplished, but not by a few working overtime. The few can talk and work and see bright visions for the future, but they will fail to succeed unless the country shipper and the friendly receiver alike reach in their pockets and dig up the necessary coin and then roll up their sleeves and get busy.

The work of any ass'n rests largely upon the officers, but the membership can assist greatly by promptly meeting the demand for dues, attending the meetings, and seeking new members.

At this time I want to call your attention to a little stronger in regard to the payment of the quarterly dues. In order to carry on the work of the Ass'n it is necessary to have funds. It is uphill work for our Secretary to go ahead and lay out his duties without knowing how he is going to secure the necessary revenue to meet his obligations and it is therefore necessary that all members be prompt in sending in remittances for dues.

Geo. A. Wells, Secy. of the Iowa Ass'n read the following paper on Ass'n Work and its Benefits:

Pres. York appointed the following committees:

Auditing: S. N. Knudson, C. N. Fintel.

Nominating: Wm. Sink, G. A. Martin, J. S. Mueller.

Resolutions: F. J. Egerer, M. N. Altenhofen, G. H. Schroeder.

F. J. Egerer: Mr. Wells spoke of the scale inspection feature of the Iowa Ass'n. This matter was up before our convention, but there was nothing done. I would like to have the opinion of the members to-day as to the advisability of following the example of the Iowa Ass'n. We have our scales inspected once a year, and the expense is quite heavy. We have to send to Milwaukee or some other large center and get test weights and then we have to have a man come and do the testing. I am in favor of a resolution covering that subject.

Secy. Potter: I think our former sec-

retary took that matter up and found so few Wisconsin dealers willing to contribute that the idea was abandoned. The matter was taken up at the last meeting. I was not instructed to canvass the dealers of the state but if it is the wish of the members I would be very glad to give this work attention. If we can get our money out of it I think it would be a good thing. I am sure a great many controversies and differences arise thru difference in weights. I find in handling the claims of our members that it is almost impossible to get them to furnish affidavit as to the actual weight of the car.

G. A. Wells: The only way to find out if you can conduct a scale inspection department is to get it started and then go at it. You will find your greatest trouble in getting a man to do the testing. We made an arrangement with a scale company and found they were sending a man around condemning scales and then sending them to the factory to get the work, whereas the work should be done on the ground. In most cases the repairing can be done on the ground. The scale companies have certainly monopolized the scale experts and if you send out a man who does not thoroughly understand scales he will probably do you more harm than good. The Tri-state Ass'n has been trying for almost a year to get a man. They had one but he quit. He didn't like to travel. That is the greatest trouble you will be up against. Our scale inspection is getting to be quite a business proposition. It is a growing business with us and I feel this year will bring us in some profit.

Pres: The next subject on the program is the discussion of Type samples.

Secy. Potter: Considerable fault was found with our type samples last season, also our quotations. It was my first

year's experience and I will acknowledge I made a mistake. We probably never had a more varied crop of barley than we had last year. We did the best we could at the time, but I think we made a mistake in not putting out five or six samples instead of three. There were certain districts that raised barley which would not come under any of the types sent out. I am strongly in favor of putting out more type samples which would possibly cover a range of 15 cents and that plan I believe would strike the majority. I consider this one of the most important departments of our work and I think it should be sustained.

Jas. Templeton: When this Ass'n was started I joined and I have been a member ever since. I have appreciated the privilege of being a member and have received a great deal of benefit from it. In regard to type samples I have found them of great benefit to me. I think it has given the buyers throughout the country an idea of what the members at different places were paying for barley. We had samples sent us and had the prices that the barley would be worth in Milwaukee, and if we did not buy according to those samples we were to blame. In regard to sending more than three samples I think the three samples were sufficient. We had three different grades at certain prices, which is about all we buy, except the feed barley. I think we ought to be satisfied if our Secy., sends us three samples.

Pres.: The next subject is that of Country Membership in the Milwaukee Exchange.

Secy: I have asked Mr. Bishop to talk to us on this subject.

Mr. Bishop: I would rather be excused from saying anything on this subject. I believe as Mr. Wells has said that "The laborer is worthy of his hire," and in order to conduct any business

right and profitably you must have a fair compensation whether you are buying grain in the country to ship to market or whether you are handling it here. You are entitled to fair compensation for handling that grain and on account of the competition which has induced cutting commissions, those have crept into the trade, who have not done just what they should have done in the way of handling grain.

The profits derived from the grain commission business have not been at all commensurate with profits derived the last four of five years from the mercantile business. All business has been influenced by the wave of prosperity that has swept over the country. Others have been able to get large profits out of their business while the grain commission man has not been able to make the profits other mercantile houses have made. The commission man pays your drafts and charges no interest. I have known cases where the interest on the draft against a car of grain has amounted to one-half the total receipts from commission.

When you speak in regard to the members of the ass'n being entitled to a division of commission, but why should they be entitled to a commission because they are members of the Exchange? The division of commissions was extended to country shippers who were members of the Exchange until a short time ago, when it was found that a great many of the shippers throughout the state and in fact Iowa, Minnesota and South Dakota were becoming members of the Exchange. It suddenly dawned upon the directors that very soon they would be handling all this grain for half-rate, and those who were members where securing favors those who were not members could not secure. So a rule was passed that those joining after a certain period would not



Pres. R. E. York, Portage, Wis.



Secy. M. H. Potter, Milwaukee, Wis.

be allowed this division of commission, because it was found that it would be a discrimination and not only that, but the commission merchant would not be receiving fair compensation for handling the business and doing it right.

I think there is not a commission man in Milwaukee but will bear me out in the statement that his expenses are one-half of his commissions, if not more.

J. Templeton: As far as country membership is concerned, I don't know anything about it, but I know for a man huying grain in the country it is worth something to have a man to take care of his business and I am willing to pay a cent a bushel. As far as the man in the country belonging to the Board of Trade, I do not know that they should have grain sold any cheaper than others. I can't see any benefit for the man in the country to belong to the Board of Trade. Some think it is a great thing to belong to the Board of Trade.

F. W. Pynn: I think the commission men in Milwaukee are entitled to a cent commission.

N. Saemann: If a country shipper, by buying a membership in the Board of Trade, can save one-half on commissions I think he would be a chump not to take advantage of it.

Mr. Bishop: This thing has arisen owing to a misapprehension. There was a rule giving the commission man the privilege of dividing commissions with country members and men who had nothing else to do and thought they would like to sell membership went out in the country and said, "If you join the Exchange you will be entitled to $\frac{1}{2}$ reduction in Commissions." I would like to have Mr. Saemann in the office 30 days to see the complications that arise in handling this business.

Mr. Saemann, of course it is all smooth sailing for us fellows in the country. But I notice every time a Milwaukee commission man comes into our office he comes this (Brushing his coat and then holding his nose) and gets out as quick as he can. (Laughter).

Pres: The next subject on the program is the Scoop Shovel Business.

F. W. Pynn: I had a little trouble last fall and I want to extend thanks to our Secy. here for the good work he did in connection with that. I want to say if any of you have any trouble tell our Secy. about it and he will go right at it straight from the shoulder.

J. Templeton: I think scoop shoveling is dying out thru the efforts of our secy.

In the matter of Milwaukee Weights and Inspection, Mr. Bishop assured the dealers that the Milwaukee receivers were devoting their best efforts to giving the shippers correct weights and inspection and protecting the yards against pilfering. In concluding he said:

SHIPPERS TO BLAME.

On the whole I wish to say, however, that leakages and shortages are due largely to carelessness of shippers. They fail to cooper cars properly. They fail to fix the doors properly. They fail to have proper scales. They fail to weigh the car and then when a leakage is reported they are unable to say how much was in the car, consequently the receiver is unable to make a claim on the railroad company as the railroads will not consider a claim unless affidavit of weight is furnished on the car on which claim is made. I believe it would be a good investment for every grain shipper that ships 50 cars or upwards to have a track

scale and weigh his car before it leaves his place of business.

Pres. York: We have an address by T. J. Fleming.

Mr. Fleming spoke as follows:

A Link in the Chain.

I feel that it would be little short of presumption in me were I to advance anything of a constructive character to a lot of men who have made a special study during a good part of their existence. However, as I have listened to you one thought has presented itself to me and I think in a large measure it is germane. I am speaking now to those of you who are distinctly engaged in grain buying.

You are a part of a great system, a chain as you might call it, at either end of which is an anchor. The original anchor is the farmer, the producer, the man upon whose ability, activity and determination to labor you must largely lean. The other anchor, if you please, is the ultimate consumer. You are, in my judgment, an important link in this great chain. As it is a well established and undeniable fact that no chain is stronger than its weakest link, it seems but proper that the link which you constitute in this chain of commerce should be wisely cared for, and with vigor permitted to draw the attention of the world to the point that mainly interests me—the farmer's side of it.

I think it will not be amiss if you will give a little thought and consideration to the wants and wishes of the farmer. You as grain dealers, I take it, derive your income by so many cents per bushel upon the number of bushels you purchase or handle. It would therefore seem evident that the amount of your income must necessarily be controlled by the volume of business you do, and when that volume of business or the amount of grain you purchase increases there must be some incentive to encourage the farmer to produce it in a larger amount. If your profits are measured by so many cents per bushel your extra profits must be gauged by extra production.

This state has of late years gravitated from a grain producing to a dairy state. I gravitated from the raising of grain to the production of milk from which I manufactured butter and cheese. There is a point I want to impress upon you. The farmer to-day is as intelligent as the average grain buyer. He is a reading man. The rural delivery brings the daily paper to his door and has put him in touch with the pulse of the progress. You must reckon with him and just as soon as the farmer discovers that the net profit to him upon every bushel of grain he raises upon his farm and sold to you and shipped to these gentlemen in Milwaukee and other cities, and in turn turned over to the maltster and the miller eats up so much of the ultimate value as not to leave him a sufficient profit, he is then going to become his own manufacturer.

Get that idea? He will market that grain himself. He will put it into pork or else he will put it into milk, and if he does the source of your revenue must necessarily be cut off, for that is measured by the volume of business you do.

I want to put my approval on an organization of this character. There is just one crying criticism and that is this, that the number of you present is entirely too small when measured by the great number of men engaged in your business throughout the state. You ought to draw your neighbors in.

Pres: The next on the program is the subject of railroad claims.

Secy. Potter: I have touched upon this subject in my annual report and Mr. Bishop made mention of the manner in which shippers arrive at weights. I think his remarks were well timed. If our members were positive of exactly the amount of grain placed in the car it would be a great deal easier to collect claims against railroads. If every dealer had a scale of his own I think it would pay for itself in the space of two years. The recent contention of the railroads that 1 per cent should be deducted for shrinkage is unfair. This point is being fought by the Iowa Ass'n and also the Tri-State Ass'n. In the claims I have prosecuted against the railroad I have insisted that this deduction was unjust. $\frac{1}{4}$ of 1 per cent is more equitable.

Pres: The members do not take ad-

vantage of the opportunity they have to send in claims to our Secretary. He is in a position to take up these claims and force payment better than any of us are individually. File these claims with your Secretary. Give him an opportunity to be of assistance to you and help you out.

C. H. Thayer: It would be cheaper by 50 per cent for dealers to weigh over a hopper scale than by a track scale as suggested by Mr. Bishop. If the shipper furnished affidavit that the grain was weighed over a hopper scale and the commission man furnished affidavit as to the weight, the claim will not be refused. Besides the weather often changes the condition of the track scale unless it is placed under a shed.

Secy. Potter: I find one great trouble is a great many shippers who have good grounds for complaint do not put the claim in. If you have claims against the railroad company do not be afraid to put them in.

Pres. York: I will go further and say, a just claim the railroad is willing to settle and wants you to put it in. Not only put in your claims against the railroads, but if you have any against receivers or others put them in also.

Secy. Potter: In regard to Mr. York's remarks about claims against terminal dealers, I would be very glad to have you refer these differences to me. I have found them a very fair set of fellows and will be glad to have you send in any claims you have against them. I will be glad to assist you in any way possible.

Tuesday Evening's Entertainment.

Tuesday evening was devoted to pleasure. The Milwaukee receivers and commission men had contributed to a fund for the entertainment of the dealers and at 8 o'clock private cars were boarded in front of the Chamber of Commerce and the dealers were transported to Wonderland, an amusement park several miles from the center of town.

Each visitor was presented with a card good for transportation to and from the park, a ride on the scenic Railway, the Chutes and the Circle Swing. After taking in the above features, besides all the side shows, the dealers were treated to a grand display of fire-works and returned to the city leaving the park at 10:45.

They did not disperse, however, until after midnight, as a hearty "dutch lunch" awaited them at the Blatz Hotel. The evening was a most enjoyable one and every one retired happy and sober.

Wednesday Morning's Session.

Secy. Potter opened the meeting and announced that Pres. York had been called home on special business, and Vice-pres. Templeton had been advised by a physician to go home, as he had come to the meeting sick.

G. H. Schroeder, Chairman Board of Directors took the chair and announced Prof. R. A. Moore, who read the following paper:

Selection of Seed Grain.

Your Secretary has asked me to speak on the subject of "Selection and Dissemination of Seed Grains," which I regard as a subject of vital interest to the farmers of to-day. The Wisconsin farmer, of necessity and environment, will to a large extent remain a general farmer. Those residing near cities will become specialists in raising fruits, vegetables, etc., but the rank and file of the farmers of the state will grow general crops and combine this with the largely increasing live stock industry.

Energy put forth in improving the herds: For more than half a century efforts have

been put forth by the Wisconsin farmer for the betterment of his herds and flocks until no one worthy of the name of farmer would think for a minute of using scrub sires for mating his farm animals. He well knows the value of the pure bred sires for productiveness of the proper type of animals the market demands. While this grand progressive work has been going on-ward and herds and flocks of national reputation have been established within the borders of our state, very little if anything has been done until of recent date for the establishment and dissemination of standard bred grain crops. Scrub oats, corn, wheat, rye and barley have been grown from year to year with little regard to the breed or variety or whether a standard could and would be maintained.

Let us again examine the live stock industry and note the damage that could be wrought in a single year by careless mating. The painstaking work of a good breeder for a generation could soon be brought to naught by a few years of the carelessness now applied to grain culture.

A state that grows annually eight million acres of farm crops valued at over one hundred million dollars can well afford to pay the same attention to standard bred crops as to pure bred cattle and exercise the same care and judgment in selection and purity of production.

The department of agronomy, at the state university, is especially interested in the breeding and dissemination of standard forage plants and in this great work we ask your hearty co-operation.

We feel that there should be great grain centers of the state noted for the growing of certain varieties of barley, oats, rye and corn. Instead of Wisconsin farmers attempting to grow the same variety of varieties of corn, oats or barley, we should develop by breeding, two or three varieties in accordance with locality and environment, and have these grown exclusive of all others. The energy of the state should be centered on two or three varieties of different grains and forage plants instead of several varieties of each crop. Then we can look for rapid improvement in farm crops.

The efforts already put forth by the College of Agriculture and Experiment Ass'n is attracting attention far and near. With the Experiment Ass'n near at hand when Wisconsin will head the list of states known for the quality of her grain production.

Smut eradication: Wisconsin has been foremost in the eradication of smut from her oat crop, saving millions of dollars to her farmers, and experiments for the eradication of barley smut have been so satisfactorily demonstrated this year that the barley smut will be eradicated as soon as the method is put into practice.

Wild Mustard: Tests for the eradication of wild mustard from grain fields have been so satisfactorily demonstrated that there seems no doubt but that the obnoxious wild mustard can be effectually eradicated by the use of an effective solution, which in no way injures the grain crop.

The seed growers of the state and the farmers in general should pay strict attention to the treatment of seed grain for the prevention of smut and the eradication of mustard and obnoxious weeds from grain lands in general. The grain fields of the west have become so contaminated with obnoxious weeds that it is no longer safe to purchase seed grains of so doubtful a character.

Wisconsin must become the home of her seed growers, and farmers in general, who purchase seed must have some guarantee against contamination of smut and obnoxious weeds. Wisconsin grows fifteen million bushels of barley annually on one-half million acres of ground, we should grow nearly double that amount on the same acreage, if we but pay attention to the proper breed of barley sown for the season's crop. The same thing can be said of corn.

Corn Yields: We are securing an average of less than thirty bushels of corn to the acre, a fairly good yield for scrub corn. Several hundred members of the Experiment Ass'n, who grew standard bred corn last year secured an average yield of sixty bushels of shelled corn per acre. The Experiment Station grew seventy-three bushels per acre.

Living in these days of high-priced lands and small margins, it makes a great difference to the farmer, whether he is able to grow thirty bushels of barley or corn to the acre or sixty. The difference is sufficient to mean success or failure to the average farmer within a very few years.

Breeding Barley: For eight years careful attention has been given to a variety of barley at the station farm, it has been bred

for quality and productiveness. I have no doubt when returns are received from the many hundred co-operators, who are growing this standard bred barley, that a wide difference of yield in favor of this barley will be reported. No less than fifty thousand bushels of Odebrucker barley will be grown in Wisconsin this year, and I hope practically all of this barley will be used as seed in order to get this special variety disseminated as far as possible. From tests made it is said to be par excellence as a brewing barley and its high protein content leaves no doubt of its feeding value. Further tests will be made the coming year by maltsters to determine its efficiency as a brewing barley.

We hope to get this variety of barley so disseminated in certain localities that it will be possible for grain dealers to purchase several thousand bushels at a single station for shipment. This will insure uniformity in malting that cannot be secured when the malster has to remain content with a mixture of a score or more varieties of barley for a single brew.

Working with and knowing the value and superiority of standard bred grains, I sincerely hope the gospel of grain improvement will be hastily disseminated among the farmers of Wisconsin. In this and in many other ways your ass'n can be a very helpful factor.

H. L. Goemann, spoke as follows on Reciprocal Demurrage:

Reciprocal Demurrage.

The reciprocal car service is a pretty big question. Reciprocal demurrage as it is generally understood I do not think can be carried out. It is impossible when the railroads are in the midst of harvest to take care of every shipper on the road. I think the best plan for shippers everywhere is to get together and insist upon a prompt movement and prompt handling of cars. The best results can be obtained in that way.

When you talk about charging the railroads a dollar a day for not furnishing cars it's a pretty big proposition. I think it would bankrupt the railroads, and I think they could not do it. The average plan to my mind is a very fair proposition to a man handling grain. They make what they call an average agreement. A statement is made out the first of each month and you are credited with cars you load quicker than the period and charged with cars held over.

The car service people claim this is not a fair proposition and leads to some confusion in handling of a car inasmuch as a shipper knowing that he has a credit on a previous car will take his time and hold a car which ought to be in use and therefore they are gradually wiping out the average agreement. I believe the average arrangement is the best there is. We had this in effect at Mansfield, O., but it has been cancelled.

You should get after the railroads for the quick handling of cars in transit as well as in switching service in the yards. In this way you will improve very much the matter of empty car supply. There are a great many people always after the railroads and think if they get ahead of the railroad they are doing a big thing. But at the same time I find that the average railroad man is a pretty fair fellow.

In the East they have railroad traffic clubs and they are broadening these clubs so as to induce shippers to join and to discuss these matters at meetings and to get together and bring about good feeling. I think more can be done along that line. I believe we should have a law like they have in Virginia compelling the railroads to move a car 50 miles a day. If you can get a law like that and keep cars moving you will be a long step ahead in getting better service.

Mr. Clapp of the Wisconsin Car Service Ass'n made a speech in which he stated that reciprocal demurrage would not be practicable.

J. Lytle stated, I pay a great deal of money to the railroads, but one Milwaukee grain merchant told me recently that he never paid any, as he had an average agreement with the railroads.

Mr. Clapp denied that any one in Milwaukee, or the state of Wisconsin or the upper peninsula of Michigan is working under the average agreement.

Mr. Lytle stated he could give the name if necessary.

H. L. Goemann read the following paper on Organizations:

Organizations.

As the program states, I have the honor of being President of the Grain Dealers National Ass'n, and I presume it is on that account that your Secretary, Mr. Potter, wanted me to come here and talk to you. I am glad to be here and to talk to you in the cause of a day there are few

Individuals are unable to get the results which can be gotten through co-operation, and in order to co-operate successfully one must support organizations, which have for their purpose the securing of benefits for the members of the trades in which they are interested, and in that way there are few lines of business but what are represented by an Ass'n and some of them are very strong and whose dues are from \$25.00 to \$50.00 per year, and their members must certainly feel they are getting value received, or they would not continue to pay these dues.

Every merchant or manufacturer who has at heart the prosperity and well being of his business, is needed as a member, not alone for the common good, but for his own also; and everyone who takes pride in his calling and who believes in its future should be willing to do his share and support an ass'n.

Ass'ns properly organized and officered by men of broad views, who give their time without thought of personal benefit, and who work individually for the Ass'n and the trade, whose constitutions and by-laws are based on justice, will live and prosper and do much good for their members as a whole.

The great trouble with the average grain dealer is, that he is unwilling to devote a little time to his organization, and in addition also he does not care to put up any money. It is absolutely necessary for organizations to have both the financial as well as the active moral support of the trade which they represent, for otherwise the officers who are elected to fill the various positions—especially the president and secretary of an ass'n—find it difficult to get the results which are necessary for the success of the ass'n, and for the benefit of the members as a whole.

The greatest difficulty I find among ass'ns is, that it is so hard to interest dealers in the organization, and of those that do belong, quite a number belong in a lukewarm manner, and where this is the case it is extremely difficult to get the fullest results. I feel sure that if the grain dealers at large would take more interest in their various organizations, they would derive greater benefits than they are enjoying at present.

Furthermore, I believe that these meetings of ass'ns lead to a better acquaintance, a good fellowship, and thus make it easier to bring about the correction of various abuses which appear from time to time, and also takes away the prejudice which exists where members are not acquainted and do not know what good fellows their competitors are.

I do not believe in combining and fixing rates, but I do believe in doing so that competitors should be on a friendly footing, often talking over business matters in a general way and knowing that it is absolutely necessary to have certain margins in order to do business successfully, for no man can continue in business and lose money indefinitely. I always find it a good plan, therefore, to be on a friendly footing with my competitor, and I am sure that it leads to the very best results.

No farmer will object to a grain dealer having a fair margin of profit, because he then knows that he will get full value for the grain that he sells, as well as an accurate weight for every pound that he puts over the warehouse scale; while on the other hand, if the dealer is handling the grain at a loss, the temptation to misgrade and to discount the grain sharply or to give bad weights, is very strong.

A short time ago, a certain dealer wrote me saying: "What good is this Ass'n that I belong to? We are harassed by the railroads, cannot get cars, nor get our claims paid, and terminal market abuses are many, and in consequence we are losing money."

I wrote him that this was largely his own fault in that he did not make his organization stronger by his personal attendance at meetings, and also in not inducing others to join the ass'n and give it added strength—thus enabling the ass'n to correct abuses through its greater influence and financial strength.

I find at the meetings there are usually a few faithful members who always attend and do the work, and in consequence many times the remark is made, that the ass'n is run by a clique, and therefore general interest is lost. This is not the case, however; it is simply because those men who

have the interest of the ass'n at heart and do not want to see it go to pieces step in and do the work necessary to keep it going, although they are doing so at quite a sacrifice to themselves, with no reward in sight.

I am not so familiar with the detail work of the state organizations, and am therefore unable to put before you the various direct benefits that you will get from your state organization, but I am sure that there are a great many matters handled by the Secretary which benefit you. If not directly, indirectly, to a considerable extent.

The National Ass'n is working on various matters, and any, or all of them, if accomplished, will be of the greatest benefit to the small shipper in the various states; therefore the country shipper should support a state organization, and also see that his state ass'n belongs in an affiliated way to the National Organization, and in that way get all the benefits possible and assist in adjusting abuses, both in the grain trade and in legislative matters.

New Railroad Law. At the last session of Congress through the efforts of the various organizations and with the assistance of our worthy President Roosevelt, Congress finally put through the rate bill, which I hope will be of benefit to not only every shipper but to the railroad companies as well, and I believe that after this law is working fully, it will be found to be of benefit to all concerned.

Bills of Lading: This law, however, is no protection to the shipper as far as the Bill of Lading is concerned, and which matter is quite a serious one.

The American Bankers Ass'n has had a bill before Congress regarding a Bill of Lading, but in my judgment this B/L is not broad enough and does not protect the shipper fully. The bank bill relates only to the negotiable feature. We therefore must try and get a B/L that will be uniform in all sections of our country, and also protect the shipper, the banker and the railroad, and with the assistance of the grain dealers of all the states, we ought to be able to get a bill passed that will be fair and just to all.

The National Ass'n has also gotten up uniform trade rules, which are being adopted by some exchanges and ass'ns. We are also working on uniform confirmation blanks, better crop reports, uniformity in grading of grain in the various markets, and are also trying to work closely with the various kindred ass'ns in order to get the best results in matters of legislation.

The other day I picked up a daily newspaper and was interested in a sermon, the subject of which was "The Man and His Business," and I quote a part of it as follows: "In choosing a business every man should ask himself three things: First, what things he could do; second, what things he could do best; and third, in what business could he be most of a man, and do most for his fellow men. Every man should be bigger than his work, and money should be a secondary consideration. The man who lives in the largest sense, receives only a part of his wages in money."

And so I hope that ass'ns will help to remove selfishness and make us more broad and liberal in our views, and that we will adopt the motto of the National Hay Ass'n—"Not for self, but for all."

I believe the time will come when we will all recognize that through co-operation in various organizations, we, one and all, will be benefited, and the ass'n perpetuated on a successful and useful career.

Mr. Lytle offered a resolution requiring the acceptance or rejection of a car of grain within 24 hours of the time of sale. The resolution was referred to the Comité on Resolutions.

Wednesday Afternoon's Session.

Chairman Schroeder called the meeting to order and Secy. Potter read the following Secretary's Report:

Secretary's Report.

About one year ago, we held our last general meeting, which, by the way, was quite poorly attended and at that time I had only been in office for about four months, therefore my familiarity with conditions in this state, likewise my acquaintance with members and the trade was more or less limited.

After making careful investigation of the problems which confronted us and feeling the pulse of our affairs, it became quite clear to me that there was wanting directly through lack of confidence in our organization. Inattention to office detail

and rather loose management was found to be the cause, and the work of restoring proper confidence and interest has been around and at times discouraging.

The lack of funds to promote certain worthy projects has also been embarrassing and necessarily has contracted our usefulness. More reports and literature bearing directly upon matters of importance to shippers should be mailed our members, more special and valuable information should be given our affiliates, more quotations of values should be made and another thing of great importance to insure the steady growth of our Ass'n, making it thoroughly useful is the necessity of personal visits by your Secretary, not only upon members, but other dealers who do not thoroughly appreciate the intent and purpose of our organization.

Local Meetings: I believe strongly in the holding of local meetings. By getting the dealers together in certain localities, which are torn by dissension and misunderstanding, little heart to heart talks are productive of much good and all these things accomplished will reflect credit upon our Ass'n. All of our aims in such directions as outlined are within our reach and can be realized by a little persistent effort on the part of each and every one of us. Let one new member be our slogan from now on and this Ass'n will be made a power of good influence. No one can ever be ashamed of his connection with our organization. Our work is conducted along broad lines, we endeavor to be eminently fair and conservative, holding closely to that which may be termed legitimate and honest.

Public opinion we value. I want to say right here that any organization which is formulated with the intent of establishing combinations for the favored few, or any Ass'n which practices coercion to the extent of downing the small dealer must sooner or later come to grief. In support of this contention our attention is directed to the history of the Nebraska Ass'n which was forced out of existence. I make this statement in open meeting, not with the intention of throwing stones, but more as a reply to some who are uncharitable enough to say our Ass'n is controlled and the policy of our work guided by certain line companies who hold membership. I refute this inference absolutely, and the sooner the independent dealer understands our attitude in this regard the better it will be for all concerned.

Let me explain that without the financial and moral support of the so-called line companies, our Ass'n or any other similar grain organization, would be of little benefit to the trade, and further would hardly be self-supporting.

The Wisconsin line companies, who hold membership in this Ass'n have never dictated the policy of our work nor do they make any request which are unreasonable. In short, they have proven the backbone of this organization ever willing to do anything legitimate to encourage harmony in competition and always remitting their dues regularly and promptly.

Our Membership: We have to-day 212 elevators listed in membership with this Ass'n and we ought to have at least double that number. We can secure this 100 per cent increase if every member will delegate himself a committee of one on membership.

During the past year there has been 12 withdrawals for one reason and another, the principal one being that those so doing were too narrow for the work. Of this number five either sold out or discontinued buying. However, we have added 14 new members and the prospect for a further and material addition seems encouraging.

We have also secured associate membership from 11 terminal dealers and I believe this number can be doubled in another year as others have expressed the intention of joining. All this certainly speaks confidence in our work and will tend to bring about closer relations and better understanding between shipper and receiver. We can and will show our appreciation in this frank and open support and they in turn can do a great deal of good.

The following terminal firms are at present listed with dues amounting to \$10.00 per year, paid in full: Rialto Elevator Co., J. V. Lauer & Co., Lyman Grn. Co., I. H. Lowry & Co., W. M. Bell & Co., L. Bartlett & Sons Co., F. Kraus Co., and Franke Grn. Co., all of Milwaukee, Mueller & Young Grain Co. and Northern Grain Co., of Chicago, and Goemann Grain Co. of Toledo.

We invite every terminal dealer who is willing to pledge his co-operation toward the honest and legitimate protection of our members and regular dealers to join, and if your receiver or your commission firm is not included in the list just referred to,

you will greatly aid us by soliciting his affiliation.

Railroads and Claims: It occurs to me from numerous reports received from the country that less trouble has been experienced this last season in getting equipment than for several years past. There have been some exasperating and aggravating delays, quite true but in a general way an improvement could be noted. Quite a number of our members have appealed to me at different times, stating they could get small satisfaction from their local agent and I believe in every instance cases were secured and furnished, generally very promptly. The St. P., C. N. W. and W. C. R. R.'s, have shown a friendly disposition to help our members out, and please remember your Secretary is always glad and willing to intercede in your behalf.

Since our last meeting and pursuant to my recommendation fourteen R. R. claims have been placed in my hands for adjustment by members. Of this number, we have secured settlement on six, two have been absolutely declined for very good reasons, one was withdrawn on account of private settlement, and five are still under investigation.

This department of our work is fast becoming an important one, and I endeavor to give it my best attention. With my experience in railroad work, I feel we can be of service to many of our small shippers especially, and please feel them upon us. Our Ass'n influence in such instances, member, counts for much more than individual effort, and all detail work incident to the handling of claims is carried on there, our offices are offered entirely gratis to members.

Arbitration: Not one case has been referred to our Arbitration Board since our last meeting, altho several cases and complaints have been settled through our Milwaukee Office. This fact bespeaks a spirit of fairmindedness and reasonableness which is commendable. A correct and impartial decision was rendered in each instance, and those interested seemed to be well satisfied with our disposition.

Type Samples: Type samples of barley will again be sent out at as early a date as possible, or as soon as anything can be set aside upon which can be considered representative of the crop. A set will be sent to all members who desire them. As stated in our open discussion one year's experience has convinced me that instead of putting out three types, we should instead have either five or six, with a range of, say, fifteen cents. This will make our quotations of values of greater benefit to country buyers and prove a decided improvement. On the last crop more attention was paid to our cards than ever before, and buying on grade is becoming a common practice all of which is a move in the right direction. Not a few of our members made a practice of sending me special samples for quotation and my service in this regard are always cheerfully offered.

Seed Trains: During the last few months I have been agitating the seed train proposition, which has proven such a decided success in other States, viz., Iowa, Minnesota and South Dakota. We have had considerable correspondence with the Agricultural Experiment Station at Madison, and now await their assurance of active co-operation. Two R. Rs. have been approached upon the subject, and the project seems to meet with their approval. If this matter can be brought to a successful end, much benefit will be accorded the farmer, the dealer, the receiver and incidentally the transportation lines.

The Experiment Station at Madison and its seed farms are doing much to improve and increase the crops in Wisconsin, and, following the theory of conducting our work along broad lines, we should do whatever possible to aid them in their meritorious endeavors. Certain varieties of grain have been found through careful experiment to be best adapted to our soil and climate, and our dealers who handle and sell seed grain can do much toward the introduction and distribution of good seed.

Complaints: It is gratifying and reassuring to note a gradual decrease in the number of complaints lodged with this office, especially as regards the solicitation of shipments from those not having elevator facilities, in short scoopers. I am glad to report that we have received the assurance of practically all the Milwaukee members that they are perfectly willing to protect the country dealers by confining their market letters and quotations to regularly established dealers.

A few complaints have been made on account of delayed returns and delayed fulfillment of purchases, corn and feed, etc., and in every case we have given such complaints our personal attention, and the result has so far been eminently satisfactory.

A great many of these minor difficulties can be profitably settled through this office, and be assured our assistance is cheerfully offered.

In behalf of our flour and feed dealers who are members, and to solidify and strengthen our Ass'n, I have made several attempts to interest the millers of our State in taking Associate membership in this organization. So far little has been accomplished along this line, and I cannot but believe they are making a big mistake in not joining hands with us for the mutual protection of themselves and their country distributors.

To the few millers who do belong, I desire to say that some large western concerns are making a practice of shipping their feed and millstuffs in straight and mixed car lots to consumers, and full reports of such practice is requested from those directly affected.

I invite you to use the Secretary's office as a sort of Information Bureau. Your confidence will not be abused and neither prejudice nor personal feeling will enter into our deliberations.

In conclusion, let me explain the dues to our Ass'n amount to \$12 per year, per elevator, paid quarterly, and if fully this amount is not realized through benefits derived, I am inclined to believe the member himself is considerably at fault. I take this opportunity of thanking the members for their able assistance during the past year and the active co-operation of by far the majority. Many courtesies have been accorded me, all of which are deeply appreciated.

The report was adopted.

Secy. Potter read the financial statement showing total receipts of \$2,795.77, disbursements \$2,738.70, leaving a balance in the treasury of \$57.57. He stated: While this does not look very well, it is the beginning of the fourth quarter and of course the dues for Aug. 1st are not in yet. I hope during the coming year we will get enuf new members and arouse enuf added interest so the secy. wont have to worry about a few dollars expense. I would like to get out on the road and call on each member and study conditions at country points. I think it would be helpful to me in conducting my work and I would be of more value to the members.

The Auditing Committee reported as follows:

We your Comite have gone over the books of the Secy.-Treas. and find the same correct in every particular as read.

Report accepted.

The Comite on Resolutions presented the following resolutions which were adopted unanimously.

Resolutions Adopted.

WHEREAS, S. G. Courteen of this city has courteously offered use of an extra membership in the Milwaukee Exchange to Secy. M. H. Potter, and,

WHEREAS, It is very necessary to have our secretary well informed as to the values, be it

RESOLVED, That this ass'n hereby extends to S. G. Courteen a vote of thanks. Thank Milwaukee Receivers.

WHEREAS, The Milwaukee receivers and commission men have generously contributed and aided in the entertainment of our members and other dealers in attendance at this meeting, and have further shown a disposition to co-operate with our endeavors to better conditions affecting the country shippers, therefore, be it

RESOLVED, That we extend to them a vote of thanks.

Scale Expert.

WHEREAS, Quite a few members of this ass'n favor the employment of a scale expert to inspect and test the scales of country shippers, be it

RESOLVED, That our Secretary be instructed to correspond with shippers with the view of ascertaining the wish of the majority, and act accordingly.

Thanks to Officers.

WHEREAS, The officers of this ass'n have been untiring and conscientious in furthering the aims of this organization, be it

RESOLVED, That they be extended a vote of thanks.

Shrinkage of Shipments.

WHEREAS, A number of railroad companies in settling shortage claims, insist on an allowance by the shipper of 1/4 of 1.

per cent covering natural shrinkage and,

WHEREAS, A careful record of a large number of shipments of grain prove conclusively that the loss in transit due to what is termed natural shrinkage is less than 1/4 of 1 per cent, be it

RESOLVED, That we, the Wisconsin Grain Shippers Ass'n, protest against such unwarranted and arbitrary deduction and strongly recommend that the officers of this Ass'n use such means as are in their power to discourage said practice on the part of the transshipping lines.

Scoopers.

WHEREAS, This Ass'n has placed itself on record as not favoring scoopers, and has thru its influence discouraged to a great extent the practice of scooping, and,

WHEREAS, This method of buying grain only tends to demoralize the market and creates false impressions as to values in the mind of the farmers, and,

WHEREAS, those generally interested in doing a scooping business are oftentimes unreliable and irresponsible, not having any investment in the territory where they buy, be it

RESOLVED, That we further strengthen our labors tending toward the fair and just protection of our members, and regular dealers by requesting receivers and commission men to assist us.

The following names were presented for officers for the ensuing year and elected unanimously:

Pres. R. E. York, Portage; V.-P., Jas. Templeton, Templeton; Board of Directors: S. N. Knudson, Mondovi; G. H. Schroeder, New Holstein; C. H. Fintel, Genesee; M. N. Altenhofen, Ransom Lake.

The following committees were appointed by the Chair:

Arbitration: R. B. Clark, Chippewa Falls; L. Laun, Elkhart Lake; F. J. Egerer, Chilton.

Type Samples: B. G. Ellsworth, J. A. Manger, J. V. Lauer, Milwaukee.

Membership: R. A. Ritchie, Manitowoc; A. Pierre, Oconto; F. W. Pynn, Hartland.

Legislative: C. W. Morey, Appleton; S. Grasser, Sheboygan; A. G. Cox, Osseo.

Upon motion of S. N. Knudson the meeting adjourned.

Convention Notes.

C. H. Thayer was the only Chicago commission man in attendance.

Seven new memberships were secured during the convention by Secy. Potter.

Samples of grain exhibited by visiting dealers show barley, rye and oats of exceptional good quality.

Two South Dakota dealers were in attendance: Jno. Doering of Parkston and Geo. H. Shanard, Bridgewater.

Pres. York could not be induced to "shoot the chutes" nor get in the circle swing, but everything else went.

All visiting dealers reported a bully good time and claimed they would not miss the next meeting for a farm.

The McLeod Automatic Scale Co., was represented by Geo. Beyer, who exhibited a model of its weighing machine.

Vice-Pres. Templeton came to the convention a sick man and was compelled to go home after the first day's session.

Pat Donahue representing C. R. Lull went home directly after taking the "Circle Swing." Pat was actually seasick.

With the exception of one or two, the visiting dealers shared in the evening's entertainment, but fewer Milwaukee dealers took part in this feature of the convention than in former years.

Alphonse Pierre, the genial and good natured dealer from Oconto was one of the most enthusiastic visitors. 'Twas worth the trip to see him "bump the bumps." Alphonse weighs something like 300 lbs.

The following shippers were in attendance: H. A. Arpke, Sheboygan; M. N. Altenhofen, Ransom Lake; G. J. Biddick, Livingston; Geo. Boulay, Fond du Lac; F. J. Egerer, Chilton; C. H. Fintel, Genesee; S. Grasser, Sheboygan; J. A. Greisdale, La Crosse; F. E. Hill, Dousman; M. B. Helmer, Fond du Lac; F. Hoag, Waukesha; S. E. Holmes, Wausau; F. S. Jacobs, Waupun; S. N. Knudson, Mondovi; P. Kreutz, Rubicon; T. H. Mair, Morrisonville; G. A. Martin, Dousman; A. McIntyre, Waldo; J. G. Mueller, Alenton; G. H. Olmsted, Fond du Lac; A. Pierre, Oconto; F. W. Pynn, Hartland; M. Rahr, Manitowoc; M. Schmitz, St. Cloud; C. H. Schroeder, New Holstein; Wm. Sink, Markesan; J. Templeton, Templeton; W. Werner, Hartford; T. F. Williams, Beaver Dam; R. E. York, Portage; W. E. Zimmerman, E. E. Zarwell, Beaver Dam.

Grain Dealers National Association Committees.

The Committees selected to serve the Grain Dealers Nat'l Ass'n for the ensuing year are made up of men of experience, who will lend influence to the organization and help greatly to promote the work. They are as follows:

COMMITTEE ON ARBITRATION: W. T. McCray, Chairman, Kentland, Ind.; Adolph Gerstenberg, Chicago, Ill.; C. B. Jenkins, Marion, Ohio.

COMMITTEE ON TRADE RULES: E. A. Grubbs, Chairman, Greenville, O.; S. W. Strong, Pontiac, Ill.; J. M. Bradford, Indianapolis, Ind.; Dudley M. Irwin, Buffalo, N. Y.; J. S. Hutchins, Ponca City, Okla.

COMMITTEE ON UNIFORM CONFIRMATION BLANK: John M. Dennis, Chairman, Baltimore, Md.; Fred Rundell, Toledo, Ohio; P. E. Goodrich, Winchester, Ind.; R. R. Kornegay, Selma, Ala.; Caswell E. Rose, Nashville, Tenn.; E. W. Seeds, Columbus, Ohio; George F. Reed, Boston, Mass.; J. S. McClellan, St. Louis, Mo.; L. W. Forbell, New York, N. Y.; Alvin H. Poehler, Minneapolis, Minn.; Herman Mueller, Chicago, Ill.

COMMITTEE ON MEMBERSHIP: A. G. Tyng, Chairman, Peoria, Ill.; Fred D. Austin, Chicago, Ill.; F. L. Wallace, St. Louis, Mo.; W. F. Rubins, New York, N. Y.; W. A. Davis, Montgomery, Ala.

COMMITTEE ON LEGISLATION: W. N. Eckhardt, Chairman, Chicago, Ill.; H. N. Knight, Monticello, Ill.; H. W. Robinson, Greensprings, O.; W. LeRoy Snyder, Baltimore, Md.; W. E. Shelden, Jackson, Mich.

COMMITTEE ON TRANSPORTATION: H. G. Morgan, Chairman, Pittsburg, Pa.; D. N. Dunlap, Fontanelle, Ia.; H. E. Halliday, Cairo, Ill.; E. L. Rogers, Philadelphia, Pa.; D. B. Granger, Cincinnati, Ohio.

COMMITTEE ON CROP REPORTS: F. I. King, Chairman, Toledo, O.; I. P. Rumsey, Chicago, Ill.; H. S. Grimes, Portsmouth, Ohio.

COMMITTEE ON DEMURRAGE: C. A. Burks, Chairman, Decatur, Ill.; E. W. Seeds, Columbus, Ohio; G. A. Stibbens, Red Oak, Ia.

NATIONAL HAY AND GRAIN JOINT COMMITTEE. Representing the G. D. N. A.: Henry L. Goemann, Chairman, Toledo, O.; J. W. McCormack, Columbus, O.; E. A. Reynolds, Crawfordsville, Ind.

Grain Trade News

ARKANSAS.

Ft. Smith, Ark.—The New State Mill & Eltr. Co. has been incorporated at Muskogee, I. T., to do a general eltr., hay and mill products business. The company will build and operate eltrs. and hay warehouses thruout the territory and will be closely associated with the Western Grain Co. The officers of the company are: R. E. Dove, pres.; Stephen McDaniel, vice-pres.; J. T. Arrington, secy. and treas. T. G. Overstreet and I. Herman Hunt of Ft. Smith are interested.

Texarkana, Ark.—The Supreme Court of Arkansas has affirmed the judgment of the circuit court of Miller County in the suit by R. J. House and I. Landa against the J. T. Stark Grain Co., to recover \$200, the remainder of the purchase price of 2 cars of corn. Defendant alleged in counterclaim that he had ordered 3 cars, and plaintiffs had refused to deliver the third car. The evidence was conflicting on the sale of the third car, but the jury decided that the car had been sold.—93 S. W. 1134.

CALIFORNIA.

San Francisco, Cal.—The rate on grain has been reduced \$1 per ton from the San Joaquin valley to this city.

San Francisco, Cal.—The American Milling Co. is the first of the milling companies to resume operations since the earthquake. A new mill has been erected at a cost of \$50,000.

Stockton, Cal.—A great shortage of warehouse room is being felt on account of several large firms having engaged their space for goods from the east. Less than half the usual room remains for grain.

CANADA.

Sidney, Man.—The O'Reilly Eltr. is being dismantled.

Moosomin, Sask.—The Sutcliff-Muir Milling Co. has leased Plewes' Eltr.

Rouleau, Sask.—The 30,000-bu. eltr. for the Imperial Eltr. Co. has been completed.

Burford, Ont.—Mr. Oliver has retired from the grain firm of Fortney & Oliver.

Girvin, Sask.—The 30,000-bu. eltr. for the Dowd Milling Co. has been completed.

Vegreville, Alta.—Wm. Parger, grain dealer and miller, contemplates building a flour mill this fall.

Canora, Sask.—Eltrs. have been completed for the Northern Eltr. Co. at Canora, Verigen and Kisley.

Deloraine, Man.—The Farmers Eltr. Co. is considering a proposition to erect and operate a grist mill.

Montreal, Que.—The grain warehouse of Michaud Freres & Co. was recently damaged by a fire. Loss about \$10,000.

Pincher Creek, Alta.—M. McDonald of Calgary has been voted a loan of \$10,000 for the purpose of building a mill and eltr.

Bredenburg, Sask.—The Northern Eltr. Co. has purchased the eltr. formerly

operated by Montgomery & Woolley of Churchbridge.

Winnipeg, Man.—The Simpson-Hepworth Co. has been incorporated, with \$20,000 capital stock, to do a grain commission business.

Winnipeg, Man.—The Northern Eltr. Co. is interested with the Grand Trunk Pacific Ry. Co. in the terminal eltrs. to be erected at Thunder Bay.

Pakenham, Ont.—The eltr. of the Dowd Milling Co. burned July 29, with a large quantity of wheat. Loss, \$80,000. No facilities were at hand for fighting the fire.

Shoal Lake, Man.—The eltr. to be erected for Randall & Greenshaw will have capacity for about 30,000 bus. of grain and both mill and eltr. are to be in operation by January 1.

Midland, Ont.—Contracts will be let within a month for the construction of the new 1,000,000-bu. eltr. of the Grand Trunk Pacific Terminal Eltr. Co. at Tiffin, near this city.

Winnipeg, Man.—The Dominion government had added W. H. Fairfield of Lethbridge, Alta., and C. D. Watts of Toronto, Ont., to the grain standards board, and has appointed J. R. Boyle, secy.

Winnipeg, Man.—The Smith Grain & Commission Co. of Winnipeg and Minneapolis, will build 7 eltrs. of 30,000-bu. capacity on the Pleasant Hill branch of the C. P. Ry. in Man. and is renting 10 more.

Winnipeg, Man.—The Consolidated Eltr. Co. incorporated, \$400,000 capital stock. Incorporators, Kenneth B. Stoddart, F. A. Cumming and Edw. James, Winnipeg, and W. C. Leistikow of Graton, N. D.

Port Colborne, Ont.—Bids for the construction of an 800,000-bu. eltr. here will be received until 16 o'clock, Aug. 15, by L. K. Jones, secy. of the Dept. of Railways and Canals, Ottawa, Ont. Tenders are to be based on plans and specifications of J. A. Jamieson.

Winnipeg, Man.—The commission appointed by the Dominion government to investigate the methods of handling grain in the country and at terminal markets is composed of John Miller of Indian Head, chairman; W. L. McNair of Lansdowne, Man., and Mr. Goldie.

Calgary, Alta.—The Calgary Milling Co. will build a 1,000-barrel mill on the site adjoining its present mill. The building will be 38x172 ft., 5-stories high, of solid concrete, and will cost about \$22,000, outside of machinery and plant. R. G. Gordon of Calgary is one of the architects.

Rathwell, Man.—The eltr. of the Farmers Eltr. Co. burned July 31. Little could be done to extinguish the fire for lack of water, and no cause for the fire is known, as the eltr. has been closed for about 2 weeks. Loss, \$4,000. The house will be rebuilt at once. Jas. Gill is the mgr.

WINNIPEG LETTER.

Lang, Sask.—Another eltr. will be erected here this fall.

Mortlach, Sask.—The Winnipeg Eltr. Co. is building the third eltr. in the town.

Carlyle, Sask.—The Smith Grain Co. has purchased the eltr. of the Imperial Eltr. Co.

Kisley, Sask.—The Imperial Eltr. Co. will build an eltr. here, the third one in the town.

Winnipeg, Man.—The Western Canada Flour Mills Co. will build an eltr. and office.

Lloydminster, Sask.—The Northern Eltr. Co. and the Canadian Eltr. Co. will build eltrs.

Vonda, Sask.—The Canadian Eltr. Co. has material on the ground for the erection of another eltr.

Saskatoon, Sask.—McNabb & Chubb have purchased for \$25,000 the eltr. and mill of Leslie & Wilson.

Work started this week on the excavation for the new Grain Exchange building, which will cost \$250,000.

Ft. William, Ont.—Laborers at C. P. Eltr. B went on a strike this week for 5 cents an hour increase in pay.

Gainsboro, Man.—Thos. Symington, for 20 years in charge of eltrs. here and North Dakota points, is dead.

Winnipeg, Man.—The Peavey Eltr. Co., Minneapolis, has bot for \$2,500 each 3 seats on the Grain Exchange.

Kenora, Ont.—Excavations have been commenced for the large tank eltrs. for the Maple Leaf Flour Mills Co.

Claresholm, Alta.—The Claresholm Lumber & Grain Co. has let the contract to B. Walker for the erection of a 40,000-bu. eltr.

Wilcox, Sask.—Three eltrs. are in course of construction at this important center of the Soo Line. The foundations are of cement.

Regina, Sask.—Turner Bros. of Ohio have made this city their headquarters and will build 30,000-bu. eltrs. at Kronau and Richardson.

Bladworth, Sask.—The Dowd Milling Co., Western Eltr. Co. and Burwash & Mitchell are building eltrs. here and 2 more sites have been staked out.

Winnipeg, Man.—McCabe Bros. of Duluth will erect 10 eltrs. of 25,000-bu. capacity on the Hill lines between Brandon and the boundary and Portage la Prairie and the boundary.

Fifty or sixty eltrs. are under way or contracted for in the west and about 4-5 of them are in new towns that have sprung up in the last 12 months. An additional 40 were completed in July.

Yorkton, Sask.—The grain men have united in a protest to the C. P. Ry. for more cars. Large quantities of grain were sold by farmers the last of July, the eltrs. were filled and the supply of cars available was utterly inadequate to carry away 100,000 bus. The blockade continued for a week.

An important announcement was recently made by the G. N. Ry. that J. J. Hill contemplates building a monster-grain eltr. at Everett, Wash., instead of Seattle, and will ship western Canada wheat over his new system now being built for storage at Everett and ultimately for transportation to the Orient.

Ft. William, Ont.—General Mgr. F. W. Morse of the Grand Trunk Pacific an-

nounces that the foundation of the 1,000,000-bu. eltr. for his company will be put in this fall. The superstructure will be built next spring, ready for the crop next season to be shipped in over their new transcontinental line.

Ft. William, Ont.—J. W. Irwin, for 17 years mgr. of the large eltr. at Emerson, Man., has been appointed mgr. of the 1,000,000-bu. eltr. being erected here for the Consolidated Eltr. Co. This eltr. will be one of the most up-to-date in Canada. It will be operated by electricity and equipped with a passenger eltr.

Winnipeg, Man.—It is officially announced by Peavey Eltr. interests that that system will be extended into Manitoba. A new company to be known as the British America Eltr. Co., Ltd., has been formed, with headquarters in Winnipeg. The company will erect 15 or 20 grain storehouses this year, with an average capacity of 25,000 bus. on the C. N. Ry. thru the famous Carrot river and Swan river valleys. Work will begin soon.—C.

CHICAGO.

Chas. R. Clark was suspended from membership in the Board of Trade Aug. 8.

Memberships in the Chicago Board of Trade are selling at \$2,950 net to the buyer.

The first car of new barley was received at Chicago July 27, from northern Illinois.

Frank G. Ely has had the assessment on his grain eltr. on the Illinois Central road reduced from \$54,800 to \$7,600.

Ed Hymers has a bad case of weevils and is trying each of the many remedies recommended by his friends on the floor.

Herman J. Hall, who applied for reinstatement to membership in the Board of Trade July 13, applied for transfer Aug. 1.

The St. Anthony Commission Co., the organization of which was given in this column July 25, has been granted a charter to do business in Illinois with \$25,000 capital.

Wm. E. McHenry, a former operator on the Board of Trade, will, it is reported, be sent to a sanitarium because of mental troubles from which he is said to be suffering.

The officers of the recently incorporated firm of Philip H. Schiffin & Co. are Philip H. Schiffin, pres.; Henry Hemmelmarg, vice-pres. and Eugene Schiffin, secy. and treas.

Hay will not be reconsigned free of charge by the Northwestern road when it has arrived at Center av., to be placed on 16th st. or Ashland av. team tracks, other than to 16th st. or Ashland av.

Application has been made to have the Union Eltr. made regular by the directors of the Board of Trade under the management of the Armour Grain Co. The eltr. was operated by the Harris-Scotten Co. as a regular house.

The Armour Grain Co., which contemplated rebuilding the burned Eltr. D, has decided not to reconstruct the house, having leased the Iowa and Union Eltrs. The loss on Eltr. D was adjusted at \$109,000, or 43 per cent.

C. K. Liquin, who has been with Mueller-Young Grain Co. for the past two years, has resigned his position and gone to Clinton, Ia., to accept a position as secy. and mgr. of the Clinton

Grain Co. His many friends in the trade wish him success in his new field of labor.

The eltr. and mill of the Star & Crescent Milling Co. at South Chicago, which was damaged some time ago by fire, has been restored to its former condition. The loss was \$35,000. The underwriters removed the grain.

The St. Paul road gave notice Aug. 6 that "C. & A. Ry. cannot accept any more grain for National Eltr., on account of accumulation until further notice" and consequently the St. Paul is not accepting cars for this eltr.

A car of new crop spring wheat, the first this season, was received at Chicago Aug. 7, from Illinois. It was graded No. 3. The same day two cars of new flaxseed were received, both of fine quality, one from the southwest and one from the northwest.

The rule providing for the employment of solicitors on salary or percentage, as published in this column July 25, was adopted July 30 by a vote of 364 to 58. It is believed the employment of outside solicitors by members of the Board of Trade will increase its business.

On Aug. 15 the designation "new" will be dropped from the grading of oats. It is alleged that the eltr. concerns have recently been mixing the old oats, which are of superior quality, with a small percentage of the new, of lighter weight, for delivery on contract.

Henry B. Smith's application for reinstatement to membership, which was filed months ago, was approved by the directors of the Board of Trade July 31. Smith was a flour broker, and traded in wheat, owing many firms small sums at the time of his disappearance two years ago.

The joint transit committee of western and eastern lines met Aug. 1 and discussed the grant of a milling in transit rate to Chicago millers and grain shippers. A sub-committee of three was appointed to devise a way to grant the privilege. The roads have agreed that after Aug. 27 flour will not be carried at a lower rate than wheat to Chicago.

Applications for membership in the Board of Trade made by Henry B. Smith, Samuel E. Baker, financial and general office mgr. for Bartlett, Frazier & Carrington, and Samuel E. Parker have been approved by the directors. Jas. R. Vincent, Henry C. Pollock, Henry W. Haumann and Herbert J. Bloom have applied for membership. The memberships of Geo. W. Fretts, Samuel J. Scott and Wilfrid E. Betts have been sold.

July arrivals of grain at Chicago were the heaviest on record. The inspected receipts of wheat for the month were nearly 9,000,000 bus., or 10 times the receipts two years ago. The July receipts of barley were the largest since 1903; while the receipts of rye were the smallest in 6 years. Receipts of corn and oats during the month were fair. The total number of cars inspected was 20,017, compared with 17,978 in July, 1905, 9,498 in July, 1904, and 14,766 in July, 1903.

A change in the time limit allowed for filing reconsigning orders on grain at Chicago recently was announced by E. B. Boyd, manager of the transportation dept. of the Board of Trade, in the following circular: Western lines have consented to amend their tariffs so as to permit the same time for filing reconsigning orders on grain at Chicago as the free limit under the car service

rules, viz.: 48 hours from 12 o'clock noon day of arrival if inspected before 10 a. m.; if inspected after 10 a. m., 48 hours from 12 o'clock noon of following day. Changes to this effect will be made in reconsigning rules of the various roads within the next two weeks.

State's Atty. Healy has called before him several eltr. proprietors to explain their methods of doing business. John Hill, Jr., has charged that some of the public warehousemen are violating the law by storing grain of their own in the public eltrs. It is generally known that the stockholders in some of the eltr. companies dealing in grain are the same as the stockholders in certain public warehouse companies. While this arrangement is perhaps contrary to the spirit of the law it has not been shown to be illegal. Mr. Healy's inquiry is being made very thoro, and he has the assistance of John Hill, Jr., in cross-examining the eltr. men. Little evidence of any consequence has been presented, and on Aug. 7 it was agreed to postpone further investigation until Sept. 1.

The three eltrs. of Geo. S. McReynolds are soon to be sold to the highest bidder. The ownership of Eltr. A is represented by the 1,800 shares of stock of the McReynolds Eltr. Co. The plant is subject to a bonded indebtedness of \$125,000; and has a capacity of 1,500,000 bus. It is well located on the Calumet River, South Chicago. Eltr. B is situated at Wood and Rebecca street, and is not incumbered. The leasehold of Eltr. C at East St. Louis, Ill., represented by the 250,000 shares of the Southern Eltr. Co., and expiring 1911, also will be sold. The petition of the Chicago Title & Trust Co. for the sale will be heard by Sidney C. Eastman, referee in bankruptcy, at 10 o'clock, Aug. 13. Bids for the properties are being received and prospective purchasers are given particulars by Attorneys Rosenthal, Kurz & Hirsch.

THE NEW CALL ON CORN AND OATS.

Under the new rule of the Board of Trade adopted July 18 providing for a call in corn and oats, the call committee has prescribed the following routine and terms of sale:

The grades of corn sold are No. 3 yellow, or better; No. 3 white, or better; and No. 3, or better. The grades of oats sold are new standard, or better; new No. 3 white, or better, and new No. 3.

All transactions are for grain on track to arrive Chicago, on any southern or western road, but bids for arrival via a specific railroad can not be entertained.

Minimum quantities dealt in are 1,000 bus. corn and 1,500 bus. oats.

The call begins a few minutes after the close each day and continues about 15 minutes, the caller taking up the grains in the following order:

No. 3 yellow corn, track. Chicago, 30 days' shipment; 2d, premium for 20 days' shipment; 3d, premium for 10 days' shipment; 4th, premium for proportional Chicago; 5th, premium for Missouri River billing; 5th, call for thru billed Chicago.

No. 3 white corn and No. 3 corn follow the same routine.

New standard oats, track Chicago, 60 days' shipment; 2d, premium for 10 days' shipment; 3d, premium for proportional Chicago; 4th, call for thru billed Chicago.

New No. 3 white and new No. 2 oats follow the same routine.

The first call was held July 30, and in-

terest in the call has since been steadily growing. The call relieves the commission merchant of the necessity of running about to find a buyer for grain to arrive, especially after the sample market has practically closed after 12 o'clock. Hitherto the broker after getting bids from several buyers on returning to the first man would find him out of the market on account of the rise or drop in the option pits in which trades continue an hour later. Now the cash grain salesman has an opportunity to sell car grain to arrive after the close of every other market, and an hour later than the sample market, which is to the advantage of the country shipper whom he represents.

GEORGIA.

Columbus, Ga.—The brokerage firm of Mitchell & Stanley was discontinued May 1, Mr. Mitchell continuing the brokerage business. I will engage in the wholesale grain and produce business about Aug. 10.—E. L. Stanley.

IDAHO.

Harrison, Ida.—The Spokane Grain & Milling Co. has discontinued its local branch.

ILLINOIS.

Bunker Hill, Ill.—A. E. Mercer has succeeded E. F. Bumann.

Minonk, Ill.—The eltr. for O. M. Davison has been completed.

Evans, Ill.—H. A. Stotler has hopped his bins and resided his eltr.

Long Creek, Ill.—Bone & Veach are enlarging and remodeling their grain plant.

Oakwood, Ill.—B. B. Minor of Indianapolis has been repairing his eltr.—C. S. Trimble, agt.

Leeds, Ill.—I have put in a new 15-h. p. Fairbanks-Morse Gasoline Engine.—J. J. Sennett.

Shawneetown, Ill.—M. F. Strickland has purchased the grain warehouse of A. Waller & Co.

Wilmington, Ill.—Wm. Godel has hopped 2 bins and expects to install a new distributing head.

Cropsey, Ill.—Hayward Bros. are repairing their eltr. and installing a more powerful engine.

Walker, Ill.—C. Feiker has sold his eltr., but the name of the purchaser has not been made public.

Kankakee, Ill.—Claims aggregating \$25,000 have been filed against the estate of the late R. G. Risser.

Carbondale, Ill.—The Carbondale Mill & Eltr. Co. has increased its capital stock from \$5,000 to \$40,000.

Lomax, Ill.—The Lomax Grain Co. will build an eltr. as soon as it can get bids.—R. A. Lomax, Burlington, Ia.

Custer, Toluca P. O., Ill.—The Farmers Eltr. Co. is the only buyer here, having succeeded Davison & Livingston.

Williamsburg, Ill.—Bartlett, Kuhn & Co. of Terre Haute, Ind., are building a large crib in connection with their eltr.

Elwood, Ill.—Lightning struck the eltr. of J. C. Beattie July 28, doing slight damage, only tearing off a few shingles.

Lemont, Ill.—S. W. Norton Co. have an eltr. of 8,400 bus. capacity on the canal, but also load cars by hauling to track.

Ancona, Ill.—Miller & Clark are re-

modeling their eltr. and have installed a new engine. The repairs will cost about \$2,000.

Crystal Lake, Ill.—The eltr. of Goodwin & Son burned Aug. 1, with a quantity of grain. Loss about \$5,000; partly insured.

Buckingham, Ill.—W. J. Herscher, who was formerly in the grain business here, has purchased for \$11,000 the eltr. of A. A. Armitage.

Dwight, Ill.—S. P. C. Garst, formerly mgr. here for the Standard Grain Co., which has sold out, has removed to Stanford.

Fairmount, Ill.—O. C. Benson has remodeled his eltr. and installed new machinery. C. F. Crow has completed his 50,000-bu. eltr.

Savoy, Ill.—Morrison & Grindley, of Champaign, have re-roofed their local eltr. with corrugated iron and have rebuilt the cupola.

Wilton, Manhattan P. O., Ill.—The H. T. Truby Grain Co. of Joliet has just completed its 20,000-bu. eltr. and has commenced business.

Tucker, Ill.—The Tucker Grain & Coal Co., organized recently, has purchased for \$6,000 the eltr. formerly operated by the late R. G. Risser.

Jones, Mattoon P. O., Ill.—I am preparing to build an up-to-date 25,000-bu. eltr. on my site here on the Peoria division of the I. C. Ry.—W. D. Jones.

Assumption, Ill.—Mr. Lacharite of Lacharite & Jacobs missed his footing in the eltr. July 21 and fell, breaking his arm and getting seriously injured otherwise.

Mattoon, Ill.—Quinn Bros., formerly of Sullivan and Champaign, have leased the Big Four Eltr., which was recently turned over to the Mattoon State Bank by Jas. Kitchen.

Arrowsmith, Ill.—Chas. B. Johnston & Co. have completed a 30,000-bu. addition to their eltr., giving them a total capacity of 60,000 bus. They are the only regular dealers here.

Doran, Ill.—The Farmers Grain Co., incorporated, \$10,000 capital stock, to deal in farm products and fuel. Incorporators, Aug. F. Homann, Harvey N. Ames and Theo. R. Rathe.

Arcola, Ill.—The lease having expired Cuppy Bros. will themselves operate the eltr. used by the National Eltr. Co. of Indianapolis, the latter continuing the business at their own house.

Woodstock, Ill.—E. E. Bagley, doing a wholesale business in feedstuffs, has returned to his old location here from Janesville, Wis., where he has for some time conducted his business.

Knoxville, Ill.—Chas. Wyman has purchased the warehouse and eltr. of C. M. Weeks, who has been in the grain business here for 30 years. Mr. Wyman will build an eltr. on the old site.

New Holland, Ill.—Jas. Ryan has purchased for \$6,000 at auction sale the eltr. of the New Holland Farmers Co-operative Grain & Coal Co. for which a receiver was appointed March 23.

Shelbyville, Ill.—Cooper & Knecht are out of the grain business and one of the firm is in England at present. The firm changed hands a few weeks ago and the title of it now is Downs & Son.—Downs & Son.

Arthur, Ill.—The eltr. for Bartlett, Kuhn & Co. of Terre Haute, Ind., has been completed and is now in operation.

A 25-h. p. Fairbanks-Morse Gasoline Engine, supplies the power. W. O. Moyer is mgr.

Decatur, Ill.—The Wellington Starch Co. has its new plant running at full capacity, consuming 3,500 bus. of corn daily. The drying rooms are to be enlarged to permit an output of 5,000 bus. each day.

Ellis, Penfield P. O., Ill.—I have just completed putting in scales here. W. H. Council, of Williamsville, had scales at this point until 2 years ago and no grain has been weighed since.—R. C. Cox, Sherman.

Belleville, Ill.—Henry Lauth has brot suit against the Harrison-Switzer Milling Co. to recover \$5,000 damages for injuries alleged to have been sustained by a fall from the roof of the mill while at work on an elevator.

New members recently admitted to membership in the Illinois Grain Dealers Ass'n are E. H. Young, Dwight; N. H. Hawk, Chadwick; A. B. Putterbaugh, Milledgeville; A. W. Palmer, Myrtle, and Bernhard Milling Co., Strasburg.

Magnolia, Ill.—The LaRose Grain Co. of LaRose, has bot the eltr. and formed a partnership with A. H. Schumacher, who will run the business under the firm name of A. H. Schumacher & Co.—F. N. Rood, mgr. LaRose Grain Co.

West Brooklyn, Ill.—Wm. J. Long, who has been representing the Neola Eltr. Co. at Harmon, has been transferred to West Brooklyn to take charge of the eltr. recently purchased by his company from the Atlas Grain Co.

Pana, Ill.—The Virden Bros. Co. has been organized to do a grain and hay business. The firm is composed of Orville Virden, who has been with Jas. F. Umpleby and Ira Virden, who has also held a position in Mr. Umpleby's office.

Ellsworth, Ill.—G. W. Bane & Son are covering the shingle roof of their eltr. with galvanized corrugated iron. They have just completed a corn crib and oats bin, with capacity for about 15,000 bus. of oats and 4,000 bus. of ear corn.

Tuscola, Ill.—C. L. McMaster is building a 18 x 24 ft. addition on the top of his eltr. He has installed 2 new legs with new belting and new distributors. In the fall he will build more bin room and install a new 25-h. p. electric motor.

Dwight, Ill.—G. L. Kern will build coal bins and operate a coal business in connection with his grain business. Harrison Bros. have put a new foundation under their eltr. and expect to put on new siding and remodel the plant in general.

Joliet, Ill.—The Corn Products Co. contemplates building a 50,000-bu. plant on the drainage canal in the vicinity of Joliet. The company holds an option on a tract of land on the west bank of the canal in Lockport township and it is said that the plant is to be located there.

Champaign, Ill.—E. D. Vorhes, of Dwight, has purchased the eltr. and mill of A. D. Derrough & Son and will take possession Sept. 1. Edw. Derrough will remain with Mr. Vorhes for 3 months. A feed, flour and coal business is conducted in connection with the mill.

East St. Louis, Ill.—All persons interested in the inspection and weighing of grain at East St. Louis are to be congratulated over the recent appointment of Mr. J. B. Stevenson as chief grain inspector at this terminal. I have known Mr. Stevenson for many years and feel confident he is the right man for the place, having both the ability and willing-

ness to correct all errors that may present themselves. Mr. Stevenson will welcome all friendly correspondence that is for the interests of the grain trade.—A. W. Lloyd.

Washburn, Ill.—Benj. Owens has built a 15,000-bu. eltr. at Owensville, a pumping station on the Santa Fe Ry., and will buy grain for the Turner-Hudnut Co. of Pekin. The house is fully equipped with all modern conveniences.—Geo. McWhorter, agt. Turner-Hudnut Co., Chillicothe.

Leverett, Ill.—J. R. Hershberger is remodeling his eltr. He has raised the cupola 8 ft., put in a new leg, with new belt and cups, new distributor and loading spout and is getting ready for the oats crop. A. J. Flatt has built a new approach to his eltr. and will place rods in the various bins.

Harmon, Ill.—Harry Ostrander, who has been agt. here for the Atlas Grain Co., has been given charge of both the eltrs. here of the Neola Eltr. Co. The plant, recently purchased from the Atlas Grain Co., will be used for storage. Wm. J. Long, who has been representing the Neola Eltr. Co. here, has been transferred to West Brooklyn.

Champaign, Ill.—The firm of Staley & Hitch has been dissolved. B. P. Staley retains the eltr. at Staley and has taken his son, J. F. Staley, into partnership, the firm name to be B. P. Staley. The son will conduct the business. Mr. Hitch retains the eltr. at Bondville and will operate it under his own name. The two men will continue to office together in Champaign.

Breckenridge, Ill.—William W. Berry from time to time has purchased stock in the Farmers Eltr. Co., which was organized in 1901, until now he holds all the shares, and the circuit court recently entered a decree directing the master in chancery to convey the property to Mr. Berry, who will conduct it as an individual enterprise. Thus ends another co-operative venture.

Frankfort, Ill.—C. E. Jurz, who has been assistant cashier of the First National Bank of Chicago, has been forced to take back eltr. operated by H. S. Barker because of the failure of Mr. Barker, and has succeeded to the business. Mr. Jurz held a mortgage for \$4,000, of which he deducted \$1,000 in order to get a settlement and \$3,000 in cash.

Ellsworth, Ill.—Work has been begun on the rebuilding of the eltr. of Wm. Richardson which burned June 29. The new structure will be 36 x 36 ft. and 50 ft. high, with capacity 40,000 bus. The insurance on the burned house has been adjusted, Mr. Richardson receiving \$8,302 out of a total insurance of \$8,500. The new plant will have a concrete foundation, a gravity loading spout and will be covered with corrugated iron.

Danforth, Ill.—The R. F. Cummings Grain Co., of Clifton, has purchased for \$14,000 at receiver's sale the eltr. of E. R. Elits. The bidding started at \$8,000 and was run up to the selling price by the purchaser and M. R. Meents, of Ashkum. The liabilities of the missing grain dealer are now estimated at \$60,000, \$55,000 in claims having already been filed. Herman Elits, the father, has paid off claims amounting to \$7,149.

Malden, Ill.—The purchase of the line of house of the Atlas Grain Co. by the Neola Eltr. Co. give the latter company 2 houses at this station. Both houses will be operated, one being used for storage of

grain. D. D. Bailey, who has been agt. for the Atlas company, will have charge of the business. Burt McInturf, who has represented the Neola Eltr. Co. here for 2 years, has received an appointment to a clerkship on the Isthmus of Panama, but has not decided to accept it.

Arthur, Ill.—The 25-h. p. gasoline engine in C. E. Davis' eltr. was completely wrecked July 28 by the breaking of the main frame while the engine was running. A fire that started from the leaking gasoline was soon extinguished. The forced stopping of the machinery was very serious for Mr. Davis, since he had 60,000 bus. of oats and a quantity of corn coming in. Temporarily a 20-h. p. engine was installed, the machinists working day and night to get the engine running by noon of the second day. The engine was bot two years ago, and the break is thought to have been due to a flaw in the iron. The engine had been running all day and at the time of the break, 6 o'clock, was very hot.

Peoria, Ill.—Grain receipts at Peoria during July were 414,000 bus. of wheat, 747,300 bus. of corn, 1,411,600 bus. of oats, 20,700 bus. of rye, 74,000 bus. of barley, 2,090 tons of hay and 1,025 tons of mill feed; compared with 175,200 bus. of wheat, 995,000 bus. of corn, 1,066,000 bus. of oats, 10,400 bus. of rye, 34,200 bus. of barley, 740 tons of hay and 405 tons of mill feed for July, 1905. Shipments during July were 216,600 bus. of wheat, 427,900 bus. of corn, 1,598,400 bus. of barley, 570 tons of hay and 3,537 tons of mill feed; compared with 123,100 bus. of wheat, 566,000 bus. of corn, 1,126,400 bus. of oats, 3,200 bus. of rye, 27,000 bus. of barley, 70 tons of hay and 2,800 tons of mill feed for July, 1905, as reported by R. C. Grier, secy. Peoria Board of Trade.

Minier, Ill.—The Quigg-Railsback Co. has been incorporated, with \$35,000 capital stock, to continue the eltr. and grain business of Quigg, Railsback & Co., Inc., incorporators, John F. Quigg, J. E. Railsback and R. J. Mitchell. S. S. Tanner has sold his entire interest in the company to Railsback Bros., of Ashland, Neb., but still retains his interest in the firm of Quigg & Tanner, of Atlanta. The new firm is composed of John F. and Buford Quigg, R. J. Mitchell, Jas. E. Railsback and Railsback Bros. and will conduct business from the former office of Quigg & Tanner. John F. Quigg is pres. and mgr. and Buford Quigg, secy. and treas. This firm was organized in 1867 under the name of Railsback & Mitchell, which was changed to Williams, Railsback & Co. in 1872, under which name the business was continued until 1885 when the name of Quigg, Railsback & Co. was assumed.

INDIANA.

Orland, Ind.—Mr. Pollock contemplates the erection of an eltr. this fall.

Ockley, Ind.—McComas & Hornbeck have installed a new Fairbanks Wagon Scale.

Wolcott, Ind.—The eltr. of Wilkinson & Co. recently was damaged nearly \$100 by lightning.

Sandusky, Ind.—Williams & Sons have bot and are operating the eltr. of Bortorf & Anderson.

Millgrove, Ind.—The eltr. for Teegarden & Skinner has been completed and is now in operation.

Summitville, Ind.—Locomotive sparks

on the roof recently started a small fire in O. C. Gordon's eltr. Loss small.

Lebanon, Ind.—Alex. Vangorden, of Indianapolis, has succeeded Chas. Clark as mgr. at the eltr. of Jenkins & Cohe.

Curtisville, Ind.—Geo. C. Wood, whose eltr. burned July 22, will rebuild as soon as the debris is completely cleared away.

Rileysburg, Ind.—We have sold our grain business at Rileysburg to Marble & Ricketts of Foster.—F. S. & E. M. Davis.

Westport, Ind.—The 5,000-bu. eltr. for Tyner & Stewart has been completed. A 15-h. p. gas engine furnishes the power.

Clinton, Ind.—D. R. Murray is building an eltr. which will have capacity for 60,000 bus. of wheat and 100,000 bus. of corn.

Milroy, Ind.—It is said the Enterprise Milling Co. intends to conduct its grain business without regard to neighboring grain dealers.

Milford, Ind.—Whetten & Clayton have dissolved partnership and quit business.—C. W. Butler, mgr. Ohio Hay & Grain Co., Milford Junction.

Anderson, Ind.—The Union Grain & Coal Co. incorporated, \$50,000 capital stock. Incorporators, Geo. A. Lambert, B. O. Barnes and M. A. Barnes.

East Dunn, Freeland Park P. O., Ind.—Chas. Clark, who has been with Jenkins & Cohe at Lebanon, has accepted the position as mgr. of the new eltr. of W. F. Starz.

New Paris, Ind.—The Goshen Milling Co., of Goshen, has leased the eltr. operated by C. S. Rohrer. David Montgomery has been installed as mgr. Mr. Rohrer will devote his entire time to his official duties as township trustee.

Evansville, Ind.—The L. & N. Ry. has been granted the right to lay a switch across Water street into the property of W. H. Small & Co. Small & Co. will build a large reinforced concrete grain warehouse on the property, the house to cost \$65,000.

Goshen, Ind.—Farmers are delivering wheat less freely than they have been. They had plenty of room in their barns for their wheat and, therefore, put it away and will thresh at their leisure. They are firm believers in higher prices.—Goshen Milling Co.

Shelbyville, Ind.—The assets of Wm. Nading, operating 9 eltrs., who failed recently, are reported at \$175,000 and the liabilities at \$110,000. Heavy purchases of wheat and failure to get cars for shipment, are said to have had much to do with Mr. Nading's embarrassment.

Beaver City, Ind.—The eltr. of Lyons, Esson & Light, of Brook, was struck by lightning recently and burned, with 2,600 bus. of grain. The insurance on the grain does not quite cover the loss. The house will be rebuilt at once, larger and better.—E. A. Wolfe, mgr.

Lafayette, Ind.—The eltr. of the Crabs-Reynolds-Taylor Co. burned July 28 with considerable baled hay and straw, which was stored in the building. Loss about \$7,000; insurance, \$3,000 on building and \$400 on contents. The eltr. will be rebuilt as soon as the insurance is adjusted.

Romney, Ind.—The safe in the office of D. P. Simison & Co. was blown open July 20. No money was in the safe but the thieves took a package containing notes, contracts on grain and mortgages taken for growing crops, worth nothing

to the burglars but worth from \$1,500 to \$3,000 to Simison & Co.

Orestes, Ind.—Orvil Shaw, aged 8 years, was smothered in a wheat bin of the eltr. July 21. He was playing on top of the grain, when the bin was connected to car, and is supposed to have been sucked down as the wheat flowed down the spout. All boys had been repeatedly warned to stay away from the eltr.

Frankton, Ind.—J. P. Shoemaker, of Daleville, has admitted his brother-in-law, E. A. Feight, into partnership with him in his grain and coal business, and Mr. Feight will have charge of the business here which will be conducted under the firm name of the Frankton Grain Co. Mr. Feight has for 18 years operated a mill at Roaring Spring, Pa.

Recently the Railroad Commission of Indiana succeeded in negotiating a reduction of rates on coal to Ft. Wayne and that part of the State. The reduction amounts to 15 and 20 cents per ton on Indiana coal and ten cents on coal from the western states. This will result in a saving of from \$50,000 to \$100,000 a year to the consumers of coal in Ft. Wayne and surrounding country. The negotiation followed the filing of a petition by the Manufacturers' Club of Ft. Wayne against the various railroads, asking them for this reduction.

On July 27 the Railroad Commission of Indiana rendered a decision in the case of Schnull & Co. vs. the Vandalia Railroad Co., in which the petitioners asked for a reduction of the classified rates on the entire line of the Vandalia from Indianapolis to the state line west. After a very thorough examination, a reduction of 33 1-3 per cent was made, effective Sept. 1. This decision is regarded by the wholesale merchants of Indianapolis as one of the very greatest importance, and it is fair to assume that further effort may be made on their part to secure consideration of rates on other roads from Indianapolis.

Quite a number of informal complaints have been filed with the Railroad Commission of Indiana with reference to rates on grain from points in the western part of the state to the seaboard. It seems that most of the roads have added an arbitrary of from one to three cents per hundred over the rate fixed by Chicago, which rate obtains on the Chicago division of the Big Four from Chicago to Indianapolis. All that the Commission could do under the law in this case, would be to investigate and ascertain what the facts are, and if they warrant an application to the Interstate Commerce Commission, they would then be authorized to make such application. Until the Interstate Commerce Commission has had its powers enlarged by the new law, which is not yet in effect, an application to the Interstate Commerce Commission would be of little value to the shipping public.

The case of the Indiana Veneer & Lumber Co. and The S. Bash & Co. v. the Indiana Car Service Ass'n before the Railroad Commission of Indiana has been progressing slowly. There has been considerable evidence introduced, and a further hearing of evidence on the part of the petitioners has been set for Wednesday, Aug. 1. A great deal of interest is manifested in this case by the shippers and it now looks like it would take quite a while in which to complete the evidence, after which the Commission will take up the whole subject and render

such decision as in their judgment will seem proper. Shippers who have suffered loss by reason of carriers delay in furnishing cars or by delay in transit shud. send complete statement of the facts to Secy. J. M. Brafford, Indianapolis. Help along the cause of reciprocal demurrage and get your grain delivered at destination within a reasonable time

INDIAN TERRITORY.

Holdenville, I. T.—Moore Bros. are building a large eltr. and mill adjoining the Rock Island right of way.

Holdenville, I. T.—C. W. Violet, of Oklahoma City, will build a 25,000-bu. eltr. and flour mill here. The eltr. will be ready for business about Sept. 1.

IOWA.

North English, Ia.—The Home Lumber Co. will build an eltr.

Spencer, Ia.—The DeWolf & Wells Co. has been repairing its eltr.

Hosper, Ia.—L. J. Button, of Sheldon, has purchased the eltr. of the Peavey Eltr. Co.

Doon, Ia.—The Plymouth Eltr. Co., has purchased the eltr. of the Hubbard & Palmer Co.

Pomeroy, Ia.—A. G. Shander has succeeded I. W. Mills as mgr. for the Western Eltr. Co.

Wapello, Ia.—I have purchased the eltr. of C. A. Brown.—E. B. Cook, formerly of Cedar Rapids.

Roelyn, Ia.—I am now here located with the Button Eltr. Co.—Joe White, formerly at Rolfe.

Odebolt, Ia.—Alfred Krusenstjerna has purchased the eltr. of A. E. Cook and is now remodeling it.

Hawkeye, Ia.—I have been transferred from Grafton to Hawkeye.—C. Kreuger, agt. Gilchrist & Co.

Dysart, Ia.—The 25,000-bu. grain eltr. of H. P. Jensen burned July 19. Loss, \$8,000; insurance about \$4,000.

Rock Rapids, Ia.—The Farmers Eltr. Co. has bot the eltr. of Peters & Penman. C. F. Smock will manage the business.

Spencer, Ia.—The eltr. of the Skewis Grain Co. was slightly damaged recently by fire, after being struck by lightning.

Nashua, Ia.—Geo. Beck has been transferred to Nashua from Claremont, Minn., to take charge of the eltr. for the Western Eltr. Co.

Sioux Rapids, Ia.—We have sold our grain and coal business here to Jos. Wagner, of Storm Lake. He took possession Aug. 1.—Haase Bros.

Cedar Rapids, Ia.—The Bosch Consumers Barley & Malt Co. has no regular office here, but soon will open an office and eltr. at Minneapolis, Minn.

Council Bluffs, Ia.—The strike of 12 employees at the eltr. of the Trans-Mississippi Grain Co. for an increase from 17½ to 23½¢ an hour has been settled.

Glidden, Ia.—The Glidden Farmers Eltr. Co. has taken possession of the eltr. recently purchased from Culbertson Bros. and John C. Riedesel has been employed as mgr.

Anthony, Ia.—W. P. Manning, formerly agent for the Trans-Mississippi Grain Co. here, has removed to Fairview, S. D., to be manager for the Farmers Co-operative Grain Co.

Ashton, Ia.—R. H. Wolff, who has had charge of the eltr. for the Farmers Eltr.

Co. at Garfield, Ill., has taken charge of the eltr. here for the Farmers Eltr. Co., recently incorporated.

Ames, Ia.—The Iowa State College has issued a bulletin advertising the school of instruction for road officers which will be held Aug. 13 to 18. The attendance promises to be very large.

Ottumwa, Ia.—W. E. Jones & Co. will install new mill machinery this fall, including 3-pair high roller for grinding chopped feed, to be run by the gasoline engine which they now have.

LeMars, Ia.—The Plymouth County Farmers Eltr. Ass'n has purchased a site along the Omaha Road and will build an eltr. having capacity for 25,000 or 30,000 bus. of grain. Jas. Hughes is secy.

Dawson, Ia.—The eltr. recently purchased from L. R. Brown by R. S. Witter, burned July 25, with a small amount of grain. Loss, \$2,500 to building with about \$1,000 insurance. Loss on grain fully covered.

Rock Rapids, Ia.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock, to deal in all kinds of farm and dairy products and building materials. Incorporators, R. A. Kitchen, N. Hampe, H. F. Bormen, and others.

Paton, Ia.—A. B. Roberts & Son are repairing and overhauling their eltr. The south oat storage bin has been taken down and the wooden driveway has been replaced by one of dirt. W. J. Roberts will have charge of the business as the health of Mr. Roberts, Sr., will not permit him to remain in this climate.

Hawkeye, Ia.—Chas. W. Bopp writes that he and A. F. Ladwig have purchased the eltr. formerly owned by the Milwaukee Eltr. Co., but recently operated by the Neola Eltr. Co. The eltr. has been overhauled and repainted and was opened for business Aug. 1. The firm name has not been definitely decided upon, but Mr. Ladwig will be the active mgr.

Knierim, Ia.—The Farmers Grain & Coal Co. is operating here. It started in business June 16. It has not been able to get a site on which to build an eltr., so it has purchased a portable wagon dump and eltr. to load cars. It has also rented an old implement warehouse and has fixed it up to store the surplus grain until it gets enough to fill a car. The company is at present offering 3 cents below the prices offered for grain at the eltrs.

Valley Junction, Ia.—The eltr. formerly operated by the Counselman Grain Co. burned Aug. 1, with an adjoining mill. The house was owned by J. H. Windsor but had not been in operation for several years. No cause for the fire is known altho it is said that several small boys were seen to run hurriedly from the building just before the fire was discovered. Loss, \$6,000. Arrangements were being made to remodel the eltr. and it is thot probable that another eltr. will be erected on the site.

KANSAS.

McPherson, Kan.—The Pearl Roller Milling Co. is increasing its eltr. capacity to 24,000 bus.

Assaria, Kan.—C. E. Heasley has installed a 12-h. p. Olds Gasoline Engine in his new 15,000-bu. eltr.

Jewell, Kan.—I have succeeded my father, O. A. Seaton, in the grain and coal business at this place.—G. O. Seaton.

Brooksville, Kan.—The Thorstenberg

Grain Co., of Kansas City, will rebuild its plant which burned some time ago.

Waldron, Kan.—S. R. Overton, of Hennessy, Okla., has installed a 12-h. p. Olds Gasoline Engine in his local eltr.

Osage City, Kan.—The Osage City Grain & Eltr. Co. has installed an 18-h. p. Olds Gasoline Engine in its new eltr.

Hartford, Kan.—The eltr. for O'Connor & Stratton has been completed, the first load of new wheat being dumped in July 23.

Topeka, Kan.—A wheat special lecture train will be run over the lines of the Santa Fe Aug. 13-18, with Professor J. H. Miller as instructor.

Moundridge, Kan.—The 60,000-bu. eltr. for the Moundridge Milling Co. has been completed, giving the company capacity for storing 120,000 bus. of grain.

Leoti, Kan.—W. M. Chelf, of Geneseo, is building a 12,000-bu. eltr. The structure is 24x26 ft. with a basement and 2 stories high. M. W. Berger is buyer.

Concordia, Kan.—Chas. Swartz has opened for business the eltr. which he recently purchased from the Duff Grain Co. and has added a stock of coal. G. B. Lint is mgr.

Cimarron, Kan.—The 12,000-bu. eltr. for W. F. Rhinehart has been completed, the plant costing \$4,000. A Monitor Dustless Separator has been installed and the power is furnished by a 12-h. p. gasoline engine.

Langdon, Kan.—We have purchased the 2,000-bu. eltr. of Robert Bailey, of Hutchinson. We will build a 20,000-bu. eltr. on the Rock Island. J. A. Lyons, for the last 7 years with Mr. Bailey, is mgr.—Farmers Grain & Supply Co.

Marietta, Kan.—E. L. Allman, who has been succeeded as agent for the Midland Eltr. Co. by C. G. Mann, has been transferred to Indian Territory. Aug. Kaup has succeeded A. F. Cockrill as manager for the Farmers Eltr. Co.—Agt. Midland Eltr. Co.

Lyndon, Kan.—The eltr. of John Rose, formerly owned and operated by Judson Linden, burned Aug. 1, with about 1,000 bus. of grain and feed. Mr. Rose took possession of this house July 1. Loss, \$6,000; insurance, \$4,000. Mr. Linden has sold out all other interests here as well as his eltr. and will remove to Topeka where he will make his future home.

Concordia, Kan.—John Endelman, who has had charge of the Hayes-Eames Eltr. at Table Rock, Neb., for several years and for the last few months traveling auditor for the company, has severed his connection with that firm and has accepted a position with the Mason-Gregg Grain Co. of Kansas City to look after the Kansas business of the firm, with headquarters here.

Kansas City, Kan.—The attorney of the Kansas grain inspection dept. and the master in chancery have returned from Laredo, Mexico, with the evidence of the shipment of low grade wheat in cars where the eltr. proprietors are alleged to have substituted No. 4 for No. 2 wheat. A hearing on the recent injunction restraining the Midland Eltr. Co. from interfering with the Kansas state weighmen is to be held Aug. 10. The proceedings will be submitted to the federal court in October.

Kansas City, Kan.—Two Kansas state weighmasters were forcibly ejected from the Union Pacific Eltr., operated by the Midland Eltr. Co., on Aug. 1, as their

work was superfluous, and it is believed the law appointing them is unconstitutional. The state weighing department has applied for an injunction restraining the Midland Eltr. Co. from interfering with its weighmen, and the men went back to the eltr. under a temporary injunction. The court will hold a hearing in the matter of granting a permanent injunction.

KENTUCKY.

Louisville, Ky.—The Growers & Grocers Rice Co., incorporated, \$10,000 capital stock, to handle and mill rough rice and sell the finished product. Incorporators, Lee Lewis, Wm. B. Eckert, Lewis O'Donnell, Malcolm Dills, E. G. O'Donnell, S. C. Buck and C. K. Van Sandt.

Louisville, Ky.—The statements of S. Thruston Ballard at the millers' national convention that the grain obtained from eltrs. was so poor he dared not use it in his mill were erroneously applied to Louisville eltrs. in this column July 10. Mr. Ballard made no reference to Louisville eltrs. in his talk.

Lexington, Ky.—At last the regular grain dealers of central Kentucky are beginning to recognize the advantages of working together and are making an effort to organize an association. Every dealer who has any money invested in the business has much to gain by association with his brother dealers and should readily give his earnest support to the move.

Louisville, Ky.—On Aug. 1 our firm name was changed to Bingham-Hewett Grain Co. The business will be continued on the lines on which it has been conducted for the past 30 years. The officers of the new company are Harry H. Bingham, pres. and treas., and Leonard A. Hewett, vice pres. and secy., and there is no other change in the personnel.—Strater Bros. Grain Co.

Louisville, Ky.—The Kentucky feed stuffs law which went into effect June 13 provides that every package of feed shall have a label attached showing the name of the manufacturer, trade mark, and the guaranteed analysis. All concentrated commercial feeding stuffs shall be in standard weight bags or packages of no other than 50, 150, or 200 pounds each, or less than 50 pounds, or sold in bulk. All concentrated commercial feeding stuffs shipped in bulk to consumers shall be subject to the penalties provided for in this act upon the penalties to evade the guaranteed analysis and the payment of the inspection fee. The term "concentrated commercial feeding stuff," as used in this act, shall include linseed meals, corn and corncob meals, cocoanut meals, gluten feeds, gluten meals, germ feeds, corn feeds, starch feeds, sugar feeds, dried brewers' grains, malt sprouts, dried distillers' grains, dried beef refuse, hominy feeds, cerealine feeds, rice meals, rice bran, rice polish, peanut meals, oat feeds, corn and oat feeds, corn bran, wheat bran, wheat middlings, wheat shorts, and other mill products, ground beef or fish scraps, mixed feeds, clover meal, alfalfa meal and feeds, peavine meal, cotton seed meal, velvet bean meal, feeds and meals mixed or unmixed, made from seeds or grains.

LOUISIANA.

New Orleans, La.—The first shipment of new rice was sold on the Board of Trade July 30.

New Orleans, La.—The National Rice Milling Co. at its recent annual meeting

elected the old directors. The gross profits for the year have been \$145,589.

New Orleans, La.—Bloom's Sons Co. will build a 4-story brick rice mill, which will be operated by electric power. A complete electric plant will be installed.

New Orleans, La.—The grain exports from New Orleans during July were 192,000 bus. of wheat, with no corn, oats or barley, compared with no exports of grain during July, 1905. Exports since Sept. 1, 1905, and prior to Aug. 1 have been 1,621,655 bus. of wheat, 18,172,655 bus. of corn, 3,729,055 bus. of oats and 1,081,075 bus. of barley, compared with 17,408,353 bus. of corn and 14,575 bus. of oats, but no wheat or barley, for the corresponding period of 1904-5, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

New Orleans, La.—C. H. O'Rourke, inspector for the state dept. of agri., says of the new feed law which becomes effective Sept. 1: The law requires all wheat bran and corn chops shipped to points in Louisiana, for use in this state, to be tagged with state department tags and branded with the guaranteed analysis that the law requires shall be registered with the commissioner of agriculture. Any material that is not tagged and branded in accordance with the requirements of the law will be subject to seizure and will be seized wherever found by this department on and after Sept. 1, 1906. The cost of tagging will be 25c per ton, and evidence of the payment of this tax will be in the state department tags attached to each and every sack of material shipped into Louisiana. These tags will be furnished by the commissioner of agriculture at the rate of 25c for a sufficient quantity to tag one ton.

NEW ORLEANS LETTER.

The receipts of hay are very light. There is a good demand for new hay grading No. 1 and choice timothy. Old hay is very slow and hard to get rid of, and this constitutes most of the stock which receivers have.

Dealers report that the usual summer dullness prevails, with little demand for either corn or oats. There is some export business, and there is expected to be an improvement at no distant date. During the past two weeks 186,300 bus. of wheat went to Liverpool, while 65,200 bus. of corn and 61,347 bus. of oats went to Havana and Central America. The stocks of wheat amount to 56,000 bus.; corn, 20,000 bus.; barley, 14,000 bus.

The grain committee of the Board of Trade has held several meetings recently to discuss the law lately passed by the Louisiana Legislature providing that the weight of contents of packages containing grain and grain products, as well as packages containing other articles, should be marked on the packages. As a result of the conference the Illinois Central Railroad was requested to install 2 or 3 more automatic weighers at Eltr. C in order that there be facilities to accommodate all sellers in local markets and Cuban and Central American markets.—A. R. H.

MARYLAND.

Baltimore, Md.—S. C. Patterson, grain merchant and one of the oldest members of the Chamber of Commerce, died July 28, aged 73 years. The usual committee to attend the funeral on behalf of the chamber was not appointed because the interment was at Bridgeport, Conn.

MICHIGAN.

Clarkston, Mich.—W. S. Walls died recently.

Bay City, Mich.—Emil Hine contemplates building an eltr. and mill.

Williamston, Mich.—J. H. Linn, Jr., has succeeded Linn & Edwards, the firm having dissolved.

Richland, Mich.—Eugene F. Kappen is building an eltr. to replace the house burned last fall.

Standish, Mich.—The Sterling Eltr. Co. is building an eltr. J. Hamlin will manage the business.

Niles, Mich.—Burrell & Morgan, of Elkhart, Ind., have secured a site and will build a feed mill and 15,000-bu. eltr.

Muliken, Mich.—I have installed a new 35-h.p. Olds Gas Engine in my eltr., for the increasing trade.—A. E. Lawrence.

Custer, Mich.—A. McGugan and D. Wing have purchased the local mill from Mitchell Bros. and will operate it and also buy grain.

Mt. Pleasant, Mich.—The Slocum Grain Co., recently organized, is operating the eltr. purchased from J. T. Hornung by Jas. A. Slocum.

Dundee, Mich.—John Strong & Sons will build an eltr. to cost about \$8,000 to replace the eltr. and feed mill burned about a year ago.

Millington, Mich.—The Saginaw Milling Co. has purchased the eltr. of Kelsey & Evans. The Milligan Grain Co. has been organized with \$10,000 capital.

Mason, Mich.—S. M. Isbell, of Jackson, has purchased the interest of W. L. Stowell in the Mason Eltr. Co. The business will be continued under the old firm name.

Flushing, Mich.—Wm. R. Tompkins, who has been engaged in the wholesale flour and feed business at Detroit, has purchased the eltr. of Lewis, Horton & Co. and is now operating it.

Battle Creek, Mich.—E. Buelzingsloewen and C. E. Patterson retired from the firm of McLane, Swift & Co. on Aug. 1 and have opened an office to conduct a grain business under the firm name of the Wolverine Grain Co.

Lenox, Mich.—The Richmond Eltr. Co. has been awarded the contract by the War Department to furnish 2,000,000 pounds of hay and 1,500,000 pounds of oats for the encampment of federal and state troops at Mt. Gretna, Pa., which continues from July 27 to Oct. 1.

Kalamazoo, Mich.—The Michigan Hay Ass'n at its annual meeting here Aug. 3 elected the following officers: Pres. B. F. Warner, Paw Paw; secy., H. H. Digs; treas., E. C. Forrest, Saginaw. The next meeting will be held at Saginaw. More than 250 members of the association were in attendance.

MINNEAPOLIS.

The Homestead Eltr. Co. has been incorporated with \$300,000 capital stock. Incorporators, G. C. Bagley, C. M. Case and F. C. Riebe.

The Minnesota & Iowa Eltr. Co. has been incorporated with \$100,000 capital stock. Incorporators, G. W. Brown, A. H. Wood and M. E. Brown.

The Archer-Daniels Linseed Co. has increased its capital stock to \$600,000. J. W. Daniels is pres. and treas., G. A. Archer vice-pres. and secy.

We have sold the small line of Iowa eltrs. which we advertised in the Grain

Dealers Journal to E. R. Dibble of Minneapolis.—Anchor Grain Co.

The officers of the Hanson-Lund Grain Co. recently incorporated, are Thos. Hanson, pres. and general mgr., A. H. Hanson, secy., and J. G. Lund, treas.

John Shannon, who has been connected with G. W. Van Dusen & Co. for 40 years, is in very poor health and has been confined to his home for some time.

The Minnetonka Eltr. Co., recently incorporated, contemplates building and buying eltrs. on the Soo Line and expects to have about 20 houses to handle the new crop.

C. H. Leaman has been elected secy. of the Peavey Eltr. Co., succeeding R. T. Evans, who has been promoted to another company of the Peavey system.—Geo. W. Peavey, pres.

Work has been commenced on the concrete tanks for the Washburn-Crosby Co. by the Haglin-Stahr Co. The tanks are to form a part of the eltr. now being built near Washburn A mill.

The first car of barley of the new crop was received Aug. 3 by Nicholls & Taylor. The car was shipped from Canby, Minn., and the barley graded No. 4 and weighed 48½ pounds. The color was good.

The Millers & Grain Dealers Collection Co. has been organized under the management of an attorney, who will give the closest attention to pushing the collection of claims for grain dealers and millers.

J. L. Walter, formerly secy. and treas. of the Canton Grain Co., has retired from the company and will devote his time to his farming interests in North Dakota. H. E. Repp, who has been connected with the company for the past 5 years, will succeed him as secy. and treas.

Marfield, Teatse & Noyes succeeded the Marfield-Griffiths Co. on Aug. 1. Practically no change is made in the personnel of the firm, but the name Griffiths, so long known to the trade, will be dropped. The officers of the company are: J. R. Marfield, Minneapolis, pres.; Wm. Griffiths, Minneapolis, vice-pres.; R. E. Teatse, Winona, 2d vice-pres.; Wm. H. Noyes, Chicago, secy.; C. D. Teatse, Minneapolis, treas.

The farmers of North Dakota have in the Minnesota grain inspection the strongest competitive condition in any market in the world. All that is necessary to substantiate this claim is to inspect daily the sales of cash wheat at the Minneapolis Chamber of Commerce. So competitive in character is the buying that the same grade sells over a range of two to three cents, showing that the buyer pays no attention to the grade established by the inspection, but buys on the merit of the wheat.—*Commercial West.*

MINNESOTA.

Osseo, Minn.—The Stewart Eltr. Co. will build a screenings eltr.

Randolph, Minn.—McIlroth & Tyner have succeeded Reed & Hartz.

Renville, Minn.—Hoffman & Haen are building an addition to their eltr.

Sargeant, Minn.—The Pierce-Stephenson Grain Co. is building an eltr.

Hills, Minn.—Ed. Larson is the new grain buyer for the Atlas Grain Co.

Windom, Minn.—The Farmers Eltr. Co. contemplates buying the eltr. of J. Hutton.

Clara City, Minn.—The Farmers Eltr. Co. has been organized and contemplates building an eltr.

Adrian, Minn.—J. T. Scroggs, of Beresford, S. D., has purchased the eltr. of the Peavey Eltr. Co.

Little Falls, Minn.—The Retail Merchants Ass'n will remodel its eltr. and install new machinery.

Tintah, Minn.—The Farmers Mill & Eltr. Co. has been organized and contemplates building an eltr.

Epsom, Kenyon P. O., Minn.—The Kenyon Farmers Eltr. Co. contemplates building an eltr. here.

Cokato, Minn.—The Cokato Eltr. Co., a co-operative concern, has decided to quit the grain business.

Brownsdale, Minn.—The Hunting Eltr. Co. of McGregor, Ia., is enlarging and remodeling its eltr.

Hardwick, Minn.—M. L. Wahlert has succeeded M. J. Schmidt as agt. for the D. Rothschild Grain Co.

Judge, Simpson P. O., Minn.—Sivert Olson has purchased for \$3,000 the eltr. of the Thos. Hanson Eltr. Co.

Claremont, Minn.—Peter Griffin, of Osage, Ia., has succeeded Geo. Beck as mgr. for the Western Eltr. Co.

Lake Benton, Minn.—The Farmers Eltr. Co. has made a proposal to Bingham Bros. for the purchase of their eltr.

Dodge Center, Minn.—Andrew Frederickson has purchased and taken possession of the eltr. of the Dodge Center Eltr. Co.

Browerville, Minn.—The Farmers Eltr. Co. has been organized and has purchased the eltr. of the Winter & Ames Co.

Tracy, Minn.—J. W. Strohm, with headquarters here, is now western representative of the Columbia Malting Co. of Chicago.

Fulda, Minn.—J. M. Dickson is having a new foundation put under his eltr. and 16 ft. of cribbing put on the upper part of the house.

Kasson, Minn.—The old eltr. of the Western Eltr. Co. is being torn down and as soon as possible another will be erected on the site.

Preston, Minn.—C. I. Hartson has resigned his position as grain buyer for L. N. Loomis to accept a similar position in North Dakota.

Westbrook, Minn.—The Farmers Co-operative Eltr. Co. has hired O. S. Isham of Storden to buy grain at its eltr. recently purchased from F. Krouger.

Jackson, Minn.—The Farmers Co-operative Co. has purchased for \$3,400 the eltr. of A. D. Packard & Son, which gives the company 2 eltrs. here.

Alpha, Minn.—The Farmers Eltr. Co. has purchased the eltr. of A. D. Packard & Son. The farmers bot the Hyde Eltr. last year, but it proved too small.

Clara City, Minn.—The Farmers Eltr. Co. has been organized and will incorporate. The company will buy one of the eltrs. here, but if not possible will build.

Lewiston, Minn.—E. J. Minges & Co. have purchased the eltr. of I. C. Slade, which has been operated by C. J. Hagon. The purchasers are remodeling the house.

"The question of freight on dockage may seem to the uninitiated a small matter, but it is really a matter of great importance. The grain growers of Minnesota would be surprised if they knew how many thousands of dollars are paid to the

transportation companies annually for this one item. The only remedy would seem to be greater care upon the part of the threshermen and farmers in cleaning the grain when threshing it."—Chief Inspector F. W. Eva.

Wylie, Minn.—The Wylie Farmers Eltr. & Mercantile Co. has been receiving bids for the erection of a 15,000-bu. eltr. and also for the erection of a 20,000-bu. eltr.

Appleton, Minn.—J. W. Huff has succeeded C. L. Ward as grain buyer for the Northwestern Eltr. Co. Mr. Ward has accepted a position to travel as general mgr. for the American Grain Buyers Assn.

Buffalolake, Minn.—The Farmers Eltr. Co. has taken possession of the eltr. recently purchased from the McIntyre-Ingold Co. and has installed C. Steinkoff, who formerly operated the eltr., as mgr.

Luverne, Minn.—The Davenport Eltr. Co. has torn down its eltr. and a modern building 24x30 ft., with bins 38 ft. deep, is being built on the site. It will have capacity for between 20,000 and 25,000 bus.

Dodge Center, Minn.—The eltr. of the Western Eltr. Co. burned recently. The only grain in the building, 200 bus., was owned by John Howard, the local grain dealer. Loss about \$500. The eltr. will be rebuilt.

Benson, Minn.—The Benson Market Co. will improve its eltr. New bin room will be provided, the office enlarged and an automatic weigher and feed mill will be installed. The improvements will cost about \$2,000.

Lake Crystal, Minn.—Marston & Larson's eltr. has been moved across the railroad and a distance of several squares. The building is 80 ft. high, and the work was made harder on account of the sills being rotten.

St. Paul, Minn.—The hay and grain warehouse of Tierney & Schaefer burned July 25, with about 200 tons of hay. The fire caught from sparks from a switch engine in the railroad yards near by. Loss about \$5,000; partly insured. The building was owned by Griggs Bros.

Winona, Minn.—At the recent annual meeting of the Western Eltr. Co. the old officers were reelected. They are: Chas. Horton, pres.; W. B. Parsons, 1st vice-pres.; W. P. Tearse, 2d vice-pres.; R. E. Tearse, treas.; C. P. Cranley, secy. C. M. Morse and J. R. Marfield, with the officers, constitute the directors.

MISSOURI.

Nixa, Mo.—The Chapman Water Mill Co. is building an eltr.

Tipton, Mo.—Ben C. Finley intends to rebuild his eltr. which burned July 16.

St. Louis, Mo.—We discontinued our grain dept. some while back.—Funsten Bros. & Co.

Butler, Mo.—The Cannon & Weiner Grain Co. has installed a 35-h. p. Olds Gasoline Engine.

Amsterdam, Mo.—We have sold our eltr. and corn mill to J. E. Dubes & Son.—Barron Bros.

Kansas City, Mo.—J. W. Baumgardner has succeeded Ben Moore in charge of the sales department of the Hinds-Lint Grain Co.

Kansas City, Mo.—The directors of the Board of Trade on July 31 resolved to have Traffic Manager Wilson work for a

reduction of the rate on wheat with as little reference as possible to flour rates.

St. Louis, Mo.—Frank H. Geiselman, with the Chris Sharp Commission Co. for 17 years, died July 25 of pneumonia after only a few days illness.

Kansas City, Mo.—The directors of the Board of Trade have made regular the Terminal Eltr. at Argentine, Kan., operated by the J. Rosenbaum Grain Co.

Kansas City, Mo.—Chas. T. Neal, who has charge of the Burlington Railroad Eltr., has purchased the membership of J. K. Davidson in the Board of Trade.

St. Louis, Mo.—The Rogers Eltr., which is to be operated this season by Langenburg Bros. & Co., has been declared regular for the delivery of grain on contract.

Kansas City, Mo.—The Midland Grain & Stock Co. incorporated, \$50,000 capital stock. Incorporators, H. G. Reed, H. R. Wheeler, J. E. McNamara, F. A. Lyons, and others.

St. Louis, Mo.—Floyd Campbell is not the successor of M. W. Cochrane in the Cochrane Grain Co., as stated in this column July 25. Mr. Campbell has simply bot an interest.—L. C. Breed.

Kansas City, Mo.—We are indebted to E. D. Bigelow, secy. of the Kansas City Board of Trade, for a copy of a pamphlet containing the constitution, rules and regulations of the Board of Trade.

Kansas City, Mo.—Wheat receipts are the heaviest on record, 985 cars having arrived Monday, July 30. July receipts increased a million bushels over July a year ago, to 7,339,000 bus. for the month.

Kansas City, Mo.—After the hearing of July 18 on the reduction of the hay inspection fee from 50c to 20c per car the state railroad and warehouse commissioners took the matter under advisement.

St. Louis, Mo.—Thos. P. Lahey a member of the Merchants Exchange and floor trader for T. E. Price & Co. is charged with complicity in the wire tapping by Henry Stanley, who confessed after having been caught on the roof of the Exchange building.

St. Joseph, Mo.—The Gordon Eltr. Co. has been organized to operate the Maple Leaf Eltr. at North St. Joseph, which has not been operated for the past 6 or 8 months. The house has capacity for 125,000 bus. of grain. Thos. P. Gordon is at the head of the new company.

Kansas City, Mo.—Harry M. Kirkpatrick, a former well known grain dealer of Kansas City and active member of the Board of Trade, died recently at his home in Wolcott, Kan. Mr. Kirkpatrick engaged in the grain business in 1876 and retired, because of poor health, in 1895. He was 63 years of age.

Kansas City, Mo.—The Taylor Grain Co. recently was given a decision in its favor in the suit of the Cameron Mill & Eltr. Co., of Galveston, Tex., to recover money paid for two cars of wheat destroyed by the flood here. The contents of the cars were destroyed after the Taylor Co. sent drafts and Bs/L to the buyer. The court said plaintiff would have to stand the loss or be reimbursed by the railway company.

NEBRASKA.

Emmet, Neb.—The Nye-Schneider-Fowler Co. is building an eltr.

McCook, Neb.—Frank Real, mgr. for H. H. Easterday & Co., has purchased

the interest of J. M. Sewell in the company.

Albion, Neb.—The Albion Eltr. Co. has increased its capital stock to \$35,000.

Alda, Neb.—H. A. Gallup has succeeded Walter Gallup as grain buyer for the Omaha Eltr. Co.

Doniphan, Neb.—I have bot the Ferguson eltr. here and am operating same.—R. L. McMullin.

Warnerville, Neb.—The Omaha Eltr. Co. has opened its local eltr. with Z. McGinnis in charge.

Bladen, Neb.—Earl Norris has succeeded P. F. Crawford as grain buyer for the Farmers Co-operative Ass'n.

Blue Hill, Neb.—P. F. Crawford, of Bladen, has succeeded G. A. Hurley as mgr. for the Farmers Eltr. Co.

South Auburn, Neb.—W. T. York has purchased the interest of Peter Berlet in the firm of C. E. Ord & Co.

Omaha, Neb.—The Western Malting Co. has let the contract to Jas. Stewart & Co., for a 200,000-bu. eltr. and a malt house.

Hildreth, Neb.—I have resigned as mgr. of the Farmers Eltr. Co. at Blue Hill and have accepted a position with the Duff Grain Co., here.—G. A. Hurley.

Uehling, Neb.—The Farmers Grain & Stock Co. incorporated, \$10,000 capital stock. Incorporators, Andrew Linn, M. Stenvers, Herman Meyer, and others.

Hildreth, Neb.—The eltr. of the Duff Grain Co. has been opened for the season with Mr. Hurley, of Blue Hill, in charge.—S. Krehmeyer, mgr. Wm. Rundberg.

Hastings, Neb.—The farmers north of here are organizing an eltr. company and expect to build an eltr. on the M. B. North farm on the line of the St. J. & G. I. Ry.

Virginia, Neb.—The Virginia Grain Co. incorporated, \$4,000 capital stock. Incorporators, J. N. Basher, W. H. Stambaugh, O. Beal, G. W. Wetherbee and G. A. Erickson.

Foster, Neb.—J. M. Burke, who was recently transferred to Davenport to take charge of the eltr. of the Nye-Schneider-Fowler Co. there, has been returned to Foster again.

Clay Center, Neb.—The Clay Center Grain, Coal & Live Stock Co. has leased the 10,000-bu. eltr. owned by the McConaughy Grain Co., of Holdrege, and began doing business July 16.—W. B. Smith, mgr.

Crofton, Neb.—The Blenkiron Grain Co. is arranging for the erection of a 35,000-bu. eltr. The American Grain Co., Henry Roberts and 3 others are arranging for the erection of eltrs. here.

Friend, Neb.—Having been unable to get a side track from the Burlington Railroad the Friend Milling Co., which has about 70 farmer stockholders, contemplates working for the election of railroad commissioners to enforce the law.

Omaha, Neb.—The Nye-Schneider-Fowler Co. has contracted with the local electric power company for 28 motors of 5 to 75 h.p. to drive the many machines in its new eltr. The individual drive will be used, each machine having its own motor.

Walthill, Winnebago P. O., Neb.—The Blenkiron Grain Co., of Sioux City, Ia., has built a 35,000-bu. eltr. here and Maryott & Aldrich have also built one of the same size. The McCaull-Webster Eltr. Co., of Minneapolis, is building a 15,000-

bu. eltr.—Agt. Blenkiron Grain Co., Winnebago.

Omaha, Neb.—Chief Grain Inspector Geo. B. Powell is arranging new methods of keeping the records of the dept., including separate books for weights and inspection and separate records of inspections in and inspections out. Mr. Powell plans to make the deputy weighmasters responsible to the Grain Exchange instead of to the eltr. companies as at present. The weighmen have been paid by the eltr. proprietors.

Omaha, Neb.—On account of the discrimination by the Rock Island against Omaha in favor of Kansas City in grain rates the Commercial Club has had 1,000 circulars printed and distributed to merchants detailing the alleged unfairness of the road. The Rock Island soon yielded to the pressure by canceling the 1 $\frac{1}{4}$ c elevation charge at Kansas City. General Agent J. E. Utt says: "All the roads entering Omaha have wiped out the elevation charge west of the river, except the Union Pacific. These charges have been paid principally by the Burlington and the Northwestern, as they have originated most of the grain, the charges of 1 $\frac{1}{4}$ c being paid the central eltrs. The Rock Island never paid any eltr. charges into Omaha, because it had no central eltr. in this city. It was tied up in a contract with a central eltr. in Kansas City, but this contract was just abrogated, so that Kansas City, St. Joseph, Atchison and Omaha, outside the Union Pacific, receive no elevation allowance. This places all Missouri river cities on a parity."

NEW ENGLAND.

Merrimac, Mass.—Samuel S. Blodgett, a former well known grain and coal dealer at Merrimacport, died here recently.

Boston, Mass.—Stanley S. Faithfull, formerly of F. S. Fitts & Co., has taken charge of the grain department of Chapin & Co.

Quincy, Mass.—A. J. Richards, who has been in the grain business for over 20 years at Quincy and Weymouth, died recently.

Fall River, Mass.—Griffin Bros., grain dealers, were the victims of an attempt at sharp practice by a man who ordered 100 bus. of oats to be delivered at the residence of a well known citizen. The man was waiting for the driver, and directed him to place the grain on the sidewalk, which the driver refused to do, returning with the load, as no money was forthcoming.

NEW YORK.

Canton, N. Y.—A. M. Clark has bot out and succeeded W. B. Maloney, grain, feed and flour dealer.

Lake George, N. Y.—The Slack-Van Order Co. incorporated, \$50,000 capital stock, to do a grain, feed and hay business.

BUFFALO LETTER.

White winter wheat has returned to this market after being about out of it for a long time.

State millers are saying that they ought to increase their storage capacity so that they can hold the state winter wheat crop, which is better for their use than western wheat, but last year went into speculators' hands largely and left the millers unable to run at a profit.

The movement of grain by lake has increased some of late, though the regular fall movement will not set in for some

weeks yet. The track grain reporting for inspection is light, being usually less than 40 cars a day of late and not likely to be very much more right away.

The new Ontario Eltr. will be ready for fall business. It is said that the owner has already picked up so much grain to handle that he is not in any hurry to enter the pool. The independent Kellogg Eltr. has already handled over 10,000,000 bus. of grain, or about a quarter of it all.

Shippers are preparing for a car shortage that will likely exceed that of last fall, grain and other non-perishable freight suffering severely on account of the big crops of green produce everywhere. Fruit journals are full of reports of markets glutted with this or that green produce.

The barley market is now about to open, though there is no stir of account here yet. Members of that trade are looking for a great season, as the malt is all gone and more could have been sold if there had been more. The new plant of the American Malting Co. is going up very fast now and is going to be a great addition to this already big malting center.

It is now announced that the new addition to the Chamber of Commerce will be ready for occupation about October and quite a number of the tenants of the old building will at once move into the more modern quarters offered in the new block. It is said that there will be tenants also from other grain centers, as well as grain firms that are at present located in various parts of the city because they are not able to get offices in the Chamber of Commerce that they desired. It is to be hoped that the grain interest will unite in making the Chamber of Commerce a popular affair, so that the new venture may be made an entire success. With the old building refitted uniform with the new there will be a large number of fine offices for the foundation of a new bond of union throughout the grain and milling interest of the city.

A meeting here on July 31 between the rail-line freight interests and the local feed mill owners promises to make a radical change in the milling of corn and oats here. These mills—but not the flour mills—have long enjoyed the privilege of milling grain in transit on a thru rate. They include the H-O Co., Buffalo Cereal Co., Husted Co., Electric Eltr. Co., Lackawanna Co. and the Niagara Co.; and a large amount of ground oats and corn is turned out by them all. The roads appear to have given the privilege of milling only thru rail grain in transit, but it is claimed that lake grain has been put in more or less and the roads are taking steps to cut this off, the meeting being for the purpose of adopting rules forbidding the use of grain from the lakes, the milling interests being called in to give any views the members had on the subject. Nearly all of these mills have used lake grain in this way, it is claimed. The new rules will make necessary some quite large changes in the handling of grain milled in transit here.—J. C.

NORTH DAKOTA.

Esmond, N. D.—The Acme Eltr. Co. will build an eltr.

Goodrich, N. D.—G. Doering & Son will build an eltr.

Sawyer, N. D.—The Royal Eltr. Co. will build an eltr.

Judson, N. D.—The Lyon Eltr. Co., of Mandan, is building an eltr.

Sterling, N. D.—The Simonson Eltr. Co. is building a 35,000-bu. eltr.

Beach, N. D.—E. Lloyd and H. Jackson contemplate building an eltr.

Tioga, N. D.—Work has been commenced on the 35,000-bu. eltr. for Nelson Bros.

Edgeley, N. D.—Shells & Weaver will build an eltr. on the Milwaukee right of way.

Wimbledon, N. D.—The Farmers Eltr. Co. has secured a site and will build a 40,000-bu. eltr.

Drake, N. D.—H. M. Lytle has purchased and taken possession of the eltr. of W. F. Stiehm.

Casselton, N. D.—The Chaffee-Miller Milling Co. has commenced work on its 50,000-bu. storage eltr.

Towner, N. D.—C. I. Hartson, formerly at Preston, Minn., has accepted a position with the Imperial Eltr. Co.

Cayuga, N. D.—The Cayuga Mill & Grain Co. has engaged A. W. Berkner as grain buyer for the coming season.

Aneta, N. D.—The Farmers' Eltr. Co., at its recent annual meeting reported a loss on the year's business of \$1,200.

Balfour, N. D.—The Sullivan Eltr. Co. is building a 30,000-bu. eltr. The Woodworth Eltr. Co. is building a 20,000-bu. eltr.

Fessenden, N. D.—Frank Albus and Carl Kruger, farmers, have purchased for \$11,000 the eltr. operated by the Dakota Eltr. Co.

Eastedge, N. D.—The Eastedge Farmers Eltr. Co. will either purchase one of the eltrs. here or will secure a site and build.

McClusky, N. D.—F. Wiest, who has been buying grain for the Great Western Eltr. Co. at Elliott, has been transferred to McClusky.

Drayton, N. D.—Andrews & Gage, of Minneapolis, are making improvements in their eltrs. at Drayton, Pittsburg and Elora, Cashed P. O.

Arvilla, N. D.—Orie Cronin, who has been buying grain for the Minneapolis & Northern Eltr. Co. at Minto, has been transferred to Arvilla.

Grafton, N. D.—The Eggers Milling Co., of St. Louis, has purchased for \$100,000 the eltrs. and 700-barrel mill in this city of W. C. Leistikow.

Oriska, N. D.—The Great Western Eltr. Co. will overhaul its old eltr. and build an annex, 31x31x38 ft.—J. J. Taylor, mgr. Farmers Co-operative Eltr. Co.

Michigan, N. D.—The J. P. Lamb Co. has let the contract to F. M. Costello & Co. for the erection of a 40,000-bu. eltr., on which work has already been begun.

Hoople, N. D.—The Hoople Farmers Grain Co. incorporated, \$25,000 capital stock. Incorporators, O. H. Rinde, L. J. Veum, H. N. Hendrickson, and others.

New Rockford, N. D.—The Gribbin-Alair Grain Co., of Overly, has purchased the eltrs. of the Lahart Eltr. Co. at New Rockford, Hurdfield and Sykes-ton.

White Earth, N. D.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, Hans A. Sem, Powers Lake; J. R. Iler, Peter Nerseth, and others of White Earth.

Sanborn, N. D.—The Farmers Eltr. Co. has let the contract for the erection of a

45,000-bu. eltr. to Honstain Bros. Work has been commenced on the house, which will cost about \$7,000.

Lansford, N. D.—The Geister-Braun Co. has purchased a mill at Breckenridge, Minn., and will have the machinery removed to Lansford where the company will also build a 20,000-bu. eltr.

Dogden, Balfour P. O., N. D.—The Osborne-McMillan Eltr. Co. is building an eltr. The Woodworth Eltr. Co. has secured a site here but has not decided as to whether it will build this year.

Velva, N. D.—The Osborne-McMillan Eltr. Co. is building a 20,000-bu. eltr., which will be completed in time to handle the coming crop. The Duluth Brewing Co. is building a 30,000-bu. eltr.

Rugby, N. D.—The North Dakota Grain & Land Co. incorporated, with \$110,000 capital stock. Incorporators, Frank W. Wider and Dr. H. M. Wheler, Grand Forks, and Donald Wright Wahpeton.

Hastings, N. D.—The Farmers Co-operative Eltr. Co. has been receiving bids for the erection of an eltr. Plans and specifications were made by H. G. Bushnell & Co. C. W. Erickson is pres. of the company.

Walhalla, N. D.—The Walhalla Milling Co. has been receiving bids for the erection of its eltr. Peter Fox, who has been mgr. for the State Eltr. Co., has resigned to take charge of the eltr. when completed.

Talner, no P. O., N. D.—John Hokanson, who has been mgr. for the Hector Eltr. Co. at Hector, Minn., will build an eltr. at this new town and Geo. Johnson will have charge for him. The railroad has not yet reached this point.

Surrey, N. D.—Hans Berg, of Vining, Minn., has succeeded W. H. McCutchin as mgr. for the Farmers Grain Ass'n. The Minot Eltr. Co., recently incorporated, contemplates building eltrs. at Stanley and other points on the G. N. Ry.

Deering, N. D.—The Farmers Eltr. Co. has been organized and will build an eltr. The following have been appointed as a committee to secure a site: E. Torgimson, Chas. Whitesell and W. H. Hageman. Wm. L. Jackman is secy.

Fullerton, N. D.—The Marshall-McCartney Co. has begun the erection of a 30,000-bu. eltr. The house will be hopper bottom and will be operated by gasoline power. Coal and wood will also be handled. K. S. Jensen will be mgr.—Jas. Jensen.

Granville, N. D.—The Farmers Co-operative Eltr. Co. has let the contract for the erection of a 40,000-bu. eltr. to cost about \$7,000 to G. T. Honstain. The house is to be completed by Aug. 20. At the recent annual meeting all the old officers were reelected.

Minot, N. D.—The Minot Farmers Grain Ass'n incorporated, \$7,000 capital stock. A site has been secured and the contract awarded for the erection of a 40,000-bu. eltr. W. H. McCutchin, formerly of Surrey, has been secured as mgr. The incorporators are: Nels Thorson, Wm. Myers, John E. Reed, and others.

"The modern threshing machine will, if properly handled, clean the grain so well that only a small percentage of foreign seed's will be found in it. If the farmer is careless, the thrasher will allow the screen to clog and run the foreign seed into the grain. He perhaps feels that he is entitled to pay for threshing it, and possibly he is, but if so, it would be much

more profitable for the farmer to pay the thrasher for removing it than for leaving it in the grain. If he hauls it to an elevator it is deducted from his load, or if he ships it he pays freight to terminals, where it is taken out as dockage, and he is out the freight as well as the foreign seeds."—F. W. Eva, Chief Inspector for Minnesota.

The bankers of North Dakota fell unwittingly into a bucket shop trap at the recent meeting at Fargo. The important part of the program was devoted to a long and "shouty" address by Senator Hudnall, of Superior, and to the adoption of populist resolutions on grain inspection in general. That the bankers of North Dakota should fall so easily into the trap set for them under the catch penny cry of a competitive inspection market is a surprise. The Superior Board of Trade has behind it as prime pusher a bucket shop concern pure and simple. The resolutions adopted by the bankers, which emanated from this source, have the demagogic ring all through.—*Commercial West.*

OHIO.

Painesville, O.—The Painesville Eltr. Co. has commenced work on its concrete addition.

Sherwood, O.—The Sherwood Savings Bank has brot suit against the Sherwood Milling & Grain Co. to recover \$4,672 on notes.

Norwalk, O.—Irvin T. Fangboner, of Bellevue, has purchased 140 ft. off the north end of the warehouse of E. S. Tuttle and will remodel it for storing grain and hay.

Columbus, O.—The Seeds Grain & Hay Co. has completed the remodeling of the plant recently purchased from the Columbus Grain & Eltr. Co., and it has been opened for business.

Toledo, O.—Jas. Ash accidentally fell into a grain chute at the plant of the Miami Maize Co. recently and was suffocated before help reached him. He was 32 years of age.

Peoria, O.—H. O. Barnhouse, of Raymond, has leased the warehouses of Mrs. P. E. Barnes at Peoria and Pottersburg, and will operate them in connection with his eltr. at Raymond.

Blanchester, O.—John Greenfield, advertising and sales mgr. for the Dewey Bros. Co., has resigned and will travel for a time for his health. His successor has not been appointed.

Cleveland, O.—The Lake Shore Eltr. Co. has let the general contract to Chas. Miles for the rebuilding of its eltr. at Glenville which burned June 12. The house will cost about \$6,000.

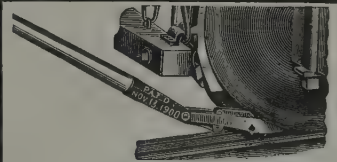
Bowersville, O.—The eltr. of the Miami Grain Co. burned Aug. 2, with 4,000 bus. of corn, 3,000 bus. of wheat, a quantity of oats and a car loaded with wheat. The building was valued at \$5,000. Insurance small.

Toledo, O.—The C. H. & D. and the Wabash roads have reduced their charges for elevation and storage from $\frac{1}{2}$ to $\frac{1}{4}$ c for elevation and 10 days storage. After that the charge will be $\frac{1}{4}$ c for each additional 10 days.

Morral, O.—J. P. Barnhouse has retired as mgr. of the J. P. Barnhouse Grain & Seed Co., after being connected with the grain business for 30 years. He has been succeeded by H. H. Beaver. Mr. Barnhouse is in no way connected

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on record and on the market.
Write to D. H. Stuhr, Davenport, Ia.



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Has Come to Stay.

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and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

Caldwell & Barr
Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and mechanism for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, should compel such unauthorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringement suits and damages, as we shall institute infringement proceedings against elevator owners in every case where our patents are infringed.



Elevator Mover

Elevators and other large buildings moved from one location to another.

Work guaranteed.

Write

D. S. NELSON, Larimore, N. D.

with any of the 3 eltrs. owned by his sons.

Mt. Victory, O.—The walls of the new 3-story brick plant of Cougill & Morrow burst July 28 from the weight of thousands of bus. of wheat, letting the grain out onto the street and Big Four tracks and smashing several cars.

Dayton, O.—John R. Flatron, of the John Rouzer Co. of this city, has been chosen pres. of the Ohio Shippers Ass'n, to succeed W. A. Thomas. O. P. Gothlin, chairman of the joint conference committee of the Ass'n, has resigned on account of his appointment as a member of the newly created state railroad commission.

Circleville, O.—The eltr. of the Heffner Grain Co. burned recently with 6,000 bus. of wheat, 3,000 bus. of corn and 300 bus. of rye. The fire started in the third floor about midnight and was soon beyond control. The cause is not known. Loss, estimated at \$15,000; insurance, \$10,000. The building was built 65 years ago by Samuel Rogers and the late W. E. Delaplaine owned and operated the house for 25 years.

TOLEDO LETTER.

Receipts of wheat are not as strong as they have been, while oats have been increasing. The United Grain Co. sent out on Tuesday a cargo of 60,000 bus. of wheat to Buffalo, the grain testing 60 pounds. A previous cargo, sent by the same company, tested 60½ pounds. The quality of the wheat this year is the best it has been for more than a decade.

Deshler, O.—The entire north wall of the grain eltr., forming the east wing of the Cottingham & Franklin flour mill, gave way Sunday afternoon, causing a loss of about \$500. The eltr. contained about 20,000 bus. of oats at the time the walls gave way. A storm a little later in the afternoon would have run the loss to the company to something like \$8,000 had it not been for the concern setting a large force of men and boys to work in removing the oats to nearby freight cars.—H. D.

OKLAHOMA

Hopeton, Okla.—The Hopeton Eltr. Co. incorporated, \$5,000 capital stock. Incorporators, A. O. Hardy, Wm. LaCast, J. B. Ross and others.

Kaw City, Okla.—The Kaw City Mill & Eltr. Co. has succeeded Hotchkiss & Guy. Conklin Bros. are not in the grain business here.

Morrison, Okla.—Edw. J. Coyle has leased more right of way and will build grain sheds, instead of at once rebuilding his eltr. which burned July 12.

Frederick, Okla.—The Frederick Co-operative Supply Co. has just completed its 15,000-bu. eltr., with 15-h.p. engine, cleaner and clipper.—E. C. Boyd, mgr.

Anadarko, Okla.—Parish & Click, grain dealers of Minco, I. T., have opened an office in Anadarko with Frank Boyd as mgr. and will make this point a jobbing center in southwest Okla. for their flour and feed products.

Shawnee, Okla.—We have succeeded Catlin & Carey and the Shawnee Roller Mills. We have built a 50,000-bu. wheat eltr. and 225-barrel mill, and also have warehouse storage for 25,000 bus. of oats and 15,000 bus. of corn.—Shawnee Milling Co.

North Enid, Okla.—The only firm doing legitimate business here and being permanently located is the Garfield Coun-

ty Milling Co., which has succeeded the North Enid Eltr. Co. The Farmers Milling Co., W. M. Black & Co., B. T. Stebbins and F. J. Sutter are dead firms.—Geo. J. Wise, secy North Enid Eltr. Co.

Hobart, Okla.—The Hobart Mill & Eltr. Co. has just commenced the erection of a 20,000-bu. eltr., which will be used principally as a handling house for its 5 eltrs., located at Rocky, Bessie, Custer City, Thomas and Drummond. The house will be equipped with all new grain handling machinery and the power will be furnished by a local company.

Jefferson, Okla.—The following firms are not in the grain business altho receiving quotations: A. W. James, dead, W. A. Tully, dead, James Grain Co., Grant County Milling Co., Tully & George, J. M. George and the Farmers Co-operative Ass'n. Most of the quotations, except those of George & Tully, are given to us, altho we know some find their way into the hands of farmers.—D. E. McNeff, of Jefferson Mill & Eltr. Co.

PENNSYLVANIA.

Carlisle, Pa.—S. B. Jackson has completed his warehouse and now has it in operation.

Philadelphia, Pa.—The Commercial Exchange notified the Reading Ry. that it was violating the law by its embargo on the Arch and 23d street yards, and the company raised the embargo on arrivals of hay.

Philadelphia, Pa.—The Commercial Exchange has adopted the following new grades: "No. 2 red western winter wheat shall be sound, dry, reasonably clean red winter wheat, from any section, but shall not contain over 10 per cent of white wheat and must be free from garlic and shall not weigh less than 58 lbs., per measured bushel; steamer No. 2 red western winter wheat, shall include all red winter wheat not inferior to the grade of No. 2 red western winter wheat in quality, but in condition may be slightly soft or damp, but must be cool and in the judgment of the inspector, suitable for steamer shipment. No. 2 red western is slightly higher than regular No. 2 red wheat.

One of the most interesting meetings of the Pennsylvania Millers State Ass'n promises to be that held at Baltimore, Md., Sept. 18, 19 and 20. Good speakers have been obtained and the matters discussed will be handled by men best informed on the particular topic. The meeting hall is near three of the best hotels, and the headquarters will be in the Eutaw House. Provision is being made for the ladies who are expected to accompany the millers. The evening entertainments are to be strictly informal, so that visitors are advised to leave their dress suits at home. Accommodations will be provided for 300 delegates and 200 ladies. Douglas M. Wylie, pres. of the Chamber of Commerce, will assist Mayor Timanus in welcoming the guests. The local committee to arrange for the reception and entertainment of the millers is composed of W. H. Hayward, Henry A. Wroth, Chas. England, Clarence H. Forrest, Emory Kirwan, W. T. Starr, B. F. Starr, T. Murray Maynadier, Chas. H. Gibbs, J. J. Buffington and H. G. Luetgerding. Among the entertainments planned are a day on Chesapeake Bay, visiting the U. S. Naval Academy at Annapolis, a theater party at Ford's opera house, where the lower floor and boxes have been secured, and an automobile

trip. The interest which is being manifested in the coming convention and the splendid arrangements for the meeting are due largely to the enterprise of the able pres. of the Pennsylvania Millers State Ass'n, Edw. E. Reindollar of Taneytown, Md.

PHILADELPHIA LETTER.

Extensive changes are being made in and about the second floor of the Bourse building.

Secy. Logan, of the Commercial Exchange, is taking his vacation in homeopathic doses.

At the next meeting of the Board of Directors of the Commercial Exchange a petition will be presented for the appointment of an official grain and feed committee.

"The new harbor master, James Pollock, is shaking up the service in a lively way and proposes a number of reforms and improvements that will be appreciated by the business men and the grain trade.

The market is practically bare of old hay and new crop is coming in slowly. Wheat keeps slowly declining, while flour is steadily held, both wheat and rye. Corn keeps steady and choice old crop oats is looking upward. Feed is not active and inclined to be weak.

A committee appointed by the Commercial Exchange, consisting of W. J. Duffy, chief grain inspector; George G. Omeriy, of Hancock & Co., and L. G. Graff, representing the leading export grain firms here had a conference with Edward P. Bates, general freight agent of the Pennsylvania Railroad Co., and a report was submitted requesting the erection of a new modern grain eltr., with a capacity of at least 1,000,000 bus., and 40,000 bus. per hour, to be located at the Federal street wharf, near the Trans-Atlantic steamship docks. The eltr. is to be equipped with latest machinery, and an adequate system for drying grain, with cribs to be made of wood to aid in the absorbing of the grain moisture. If the site suggested is unobtainable then the location as a substitute that was named by the committee included the ground now occupied by the dismantled elevator A at Girard Point. With all of the present eltrs. placed in full working order and the new one in operation, Philadelphia can easily handle 5,000,000 bus. of grain for export. As a consequence the grain men of this port are truly happy and the general grain committee of the Commercial Exchange are being complimented everywhere.—S. R. E.

SOUTH DAKOTA.

Ramona, S. D.—Geo. Steele's new eltr. is ready for the new crop.

Lane, S. D.—W. Z. Sharp, of Artesian, has completed a fine plant here.—L. D.

Avon, S. D.—F. T. Smith has petitioned the Railroad Commission for a site for an eltr.

Stickney, S. D.—Ole J. Aaker has sent in a petition to the Railroad Commission for an eltr. site.

Geddes, S. D.—The Dakota Eltr. Co. is building a 20,000-bu. eltr., making the fifth for this town.

Sturgis, S. D.—The Sturgis Lumber & Grain Co. has been incorporated with \$25,000 capital stock.

Lesterville, S. D.—The Railroad Commission has granted the petition of O. H. Olson and has issued an order to the C

M. & S. P. Ry. to grant him a site for the erection of an eltr.

Canova, S. D.—G. E. Batten, of Lynn Grove, Ia., has taken charge of the eltr. for the Canova Grain Co.

Tripp, S. D.—A. A. Truax, of Mitchell, has completed a 20,000-bu. eltr. The old one was torn down.—L. D.

Highmore, S. D.—The Hyde County State Bank is said to be interested in the contemplated erection of an eltr.

Bradley, S. D.—The warehouse of the Independent Eltr. Co. is being torn down and an eltr. will be built on the site.

Lebanon, S. D.—The eltr. for the Eagle Roller Mill Co. has been completed and H. C. Wiest, of Granite Falls, Minn., has taken charge for the company.

Verdon, S. D.—The Farmers Eltr. Co. has let the contract to the Younglove Construction Co. for the erection of 25,000-bu. eltrs. at Randolph and Stratford.

Ramona, S. D.—Jones & Metcalf, of Madison, have purchased the eltr. of the Cargill Eltr. Co. W. Z. Sharp, of Artesian, has purchased the eltr. formerly owned by J. J. Mullaney.—L. D.

Fedora, S. D.—The firm of Fox & Peterson is new in the grain trade here. They have completed an eltr. and are open for business. Mr. Peterson was formerly mgr. for a farmers company here.—L. D.

Oldham, S. D.—The mill recently purchased by Larkin & Thompson, of Madison, is being remodeled into a 35,000-bu. eltr. An addition has been built and the machinery is being installed for handling grain.

Centerville, S. D.—The Centerville Milling Co. has let the contract for the erection of a 20,000-bu. eltr. to the Younglove Construction Co. The house is to be built on the site of the former eltr. which has been torn down.

Dolton, S. D.—Geo. Shanard, of Bridgewater, is remodeling his eltr. and changing from horse power to gasoline power. He has installed a 6-h. p. Lewis Engine and is building bins over the space occupied by the horse power, for storage of grain.—L. D.

The dockage taken as a whole, is no greater, but it is to be deplored that so much foul or foreign matter in the grain is shipped to terminals. The inspection department must treat it as dockage and it is lost to the shipper; the shipper must pay the freight on the dockage, and he gets nothing for it.—F. W. Eva, Chief Inspector for Minnesota.

Eureka, S. D.—The eltr. operated by Jas. Guhin burned Aug. 1. No grain was in the building. The fire is supposed to have been carried into the eltr. over electric wires from a nearby building which was struck by lightning. The eltr. was owned by the Exchange Grain Co. and had capacity for 40,000 bus. of grain. Loss \$7,000; partially covered by insurance.

Bath, S. D.—The eltr. of the Empire Eltr. Co. was struck by lightning and burned July 28, with 7,000 bus. of wheat, 1,000 bus. of oats and 1,000 bus. of flax. The building was struck at midnight and the fire smoldered until 5 o'clock when it burst into flames. Only the assistance of citizens and farmers from the surrounding country saved the entire town. Loss, \$8,000; insurance about \$5,500.

TENNESSEE.

Memphis, Tenn.—This city has recently obtained a reduction of 2 to 5 cents in

the rate on flour, cornmeal and millstuffs to points in Arkansas.

Gallatin, Tenn.—An eltr. company is being organized by citizens of Sumner county and a committee has been appointed to select the site. D. C. Barry is secy.

Nashville, Tenn.—E. E. Kerr has leased the warehouse formerly operated by the Atlas Mills. He will build several additions and will operate the house in connection with his business.

Nashville, Tenn.—The warehouse of Byrd Douglas & Co. was slightly damaged July 28 by a fire which started in the rear of the building in some hay. Only the timely discovery of the fire saved a heavy loss.

Memphis, Tenn.—War has been declared against the operation of bucket shops by Acting Mayor Walsh, who has instructed the police to enforce the law. Seven or eight firms in Memphis are said to be engaged in this form of gambling and are classed as bucket-shops.

TEXAS.

Houston, Tex.—The Texas Rice Growers Ass'n was formed here Aug. 1.

Marshall, Tex.—The Pitts Mill & Eltr. Co., recently incorporated, has succeeded H. B. Pitts & Son.

Amarillo, Tex.—The Star Mill & Eltr. Co. has installed a 35-h. p. Olds Gasoline Engine in its eltr. built by M. J. Travis.

Van Alstyne, Tex.—The Van Alstyne Eltr. Co. incorporated, \$30,000 capital stock. Incorporators, E. A. Turner, and others.

Greenville, Tex.—We are putting in an eltr. of 10,000 bus. capacity, with corn sheller and corn mill, run by electric motors.—Weathers Grain Co.

I should like to know what the loss to Texas shippers has been on shipments that have been refused in the Southeast for no other reason than a decline in the market.—T. G. Moore.

Texarkana, Tex.—Two negroes were discovered recently in the act of burglarizing the plant of Rosebrook, Josey & Co. Instead of surrendering when ordered they turned and fled. The watchman, who discovered them, then fired, injuring one, but the other escaped.

Let's all, with hearty accord, pull together to break up underbidding and false description of shipments and deal fairly and honestly with each other in competing for business. Let's work with the Railroad Commission, and try to get it to make penalties so heavy that unscrupulous dealers can not afford to run the risk of being caught.—C. P. Shearn.

Galveston, Tex.—The grain exports from Galveston during July were 232,000 bus. of wheat, but no corn or barley, compared with no shipments at all during July, 1905. Shipments since Sept. 1 and prior to Aug. 1 have been 3,790,483 bus. of wheat, 11,299,009 bus. of corn and 281,450 bus. of barley, compared with 32,000 bus. of wheat and 5,606,117 bus. of corn, but no barley, for July, 1905, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Beaumont, Tex.—The large brick warehouse of the McFaddin, Wiess & Kyle Rice Milling Co. burned July 25, with 50,000 sacks of rice. By the aid of the employees the mill and other warehouse were saved. The fire is believed to be of incendiary origin and a thoro investigation is being made. Loss, \$200,000 on stock and \$115,000 on building and con-

Kanawha Fuel Company

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The best Coal for Dealers to handle.

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KENNEDY PATENT PAPER CAR LINER

Effective, cheap.

Grain dealers are invited to investigate. Full description and price on application.

FRED W. KENNEDY, Shelbyville, Ind.

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Fumigate your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

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Manufacturing Chemist Penn Yan, N.Y.

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where everyone identified with the grain trade will see it, and keep it there.

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Grain Dealers Journal OF CHICAGO

Gold Bricks of Speculation

By John Hill, Jr.

A 500 page book, copiously illustrated, exposing market prognosticators, bucket shops and get-rich-quick schemes, and their methods of swindling the unposted public. It has received much favorable comment from the press throughout the country and should be read by all who are desirous of avoiding throwing their money into the laps of fakers. Mr. Hill has handled the matter without gloves and gives the names of many of the illegitimate concerns. It enables the reader to distinguish between legitimate speculation and gambling and is worth its price many times over. Price, postpaid, \$2.18.

GRAIN DEALERS JOURNAL

255 LaSalle St.,

Chicago, Ill.

tents; insurance, \$205,000 on stock and \$115,500 on building and contents. It is probable that the warehouse will be rebuilt.

WASHINGTON.

Quincy, Wash.—The Quincy Lumber & Grain Co. has about completed a grain warehouse.

Oakdale, Wash.—Rolfe Bros. have purchased a local warehouse and will operate it this fall.

Everett, Wash.—Jas. J. Hill, of the G. N. Ry., contemplates the erection of a large eltr. and dock here to store wheat for shipment to the Orient, saving the 33-mile haul to Seattle.

Wenatchee, Wash.—The Washington Farmers Grain & Milling Co. incorporated, \$250,000 capital stock, to do a milling business. Incorporators, Chas. E. Packard, T. J. Groves, D. W. Packard, D. A. Beal, and others.

Turner, Wash.—Jos. Fontaine, of Dayton, and Chas. Thronson, of Turner, farmers, have leased the warehouse of the Portland Flouring Mill Co. and will convert it into an eltr. for storing bulk grain. The warehouse will be remodeled and an engine installed for elevating and loading the grain into cars.

Spokane, Wash.—W. H. Reed, state grain commissioner, has been chosen mgr. of the Farmers Grain & Supply Co., with headquarters at Spokane. The secy. of the company has heretofore managed the business. Mr. Reed has been state grain commissioner ever since the state grain inspection law was enacted 11 years ago and was engaged in the grain business for 16 years at Tacoma as the head of the firm of Reed & Co.

WISCONSIN.

Stanton, Wis.—Wm. McNamara will build an eltr.

Fountain City, Wis.—The eltr. of Paul Huefner burned recently.

Requa, Wis.—S. N. Knudson of Mondovi has organized the Hanson Supply Co., and built an 8,000-bu. eltr.

Janesville, Wis.—I have removed to my old location, Woodstock, Ill., opening in business there Aug. 6.—E. E. Bagley.

Milwaukee, Wis.—The directors of the Chamber of Commerce have established a call on coarse grains, beginning Aug. 1.

Milwaukee, Wis.—Clinton H. Smith, formerly with the C. A. Krause Grain Co. and J. F. Heffernan have organized the Milwaukee Feed Co.

Milwaukee, Wis.—Grain receivers, millers and maltsters have petitioned the directors of the Chamber of Commerce to establish a grain sampling bureau.

New Holstein, Wis.—H. C. Timm of H. C. Timm & Co. died recently. Mr. Timm was one of the pioneers in the grain business, having operated an eltr. here for 37 years.

Eau Claire, Wis.—The insurance has been adjusted on the eltr. of the Northern Grain Co., of which C. W. Cheney & Co. had charge, and work has been commenced on the rebuilding.

Milwaukee, Wis.—The new firm of A. K. Taylor and Clarke Fagg will be known as Fagg & Taylor. The company will take charge of half of eltr. B, which has capacity for 400,000 bus. of grain.

Superior, Wis.—M. F. Swanson, of Michigan City, N. D., has been chosen

chairman of the Wisconsin Grain & Warehouse Commission, Byron Kimball, secy., and J. B. Coombs, chief weighmaster.

Milwaukee, Wis.—The Chamber of Commerce has admitted the following new members: John Deering, Parkston, S. D.; George H. Shanard, Bridgewater, S. D., and Will Sprague, S. M. Eggleston, and M. H. Potter of Milwaukee.

Milwaukee, Wis.—The press report that the American Malting Co. will remove its barley buying headquarters from Milwaukee to Minneapolis is denied by J. M. Riebs, mgr. The company has employed Geo. M. Charles as its representative for Minneapolis and Duluth; with headquarters at Duluth.

Milwaukee, Wis.—The upper portion of the Malting eltr. of the Borchert Malting Co. burned July 31, but the fire was gotten under control before further damage was done. The building was valued at \$50,000 and contained grain valued at an equal amount. The fire started in the cupola, from a hot box in the shaft it is thot. The work of the firemen was hampered by the deficient water supply. Loss about \$50,000; fully insured.

Milwaukee, Wis.—A reciprocal demurrage law is greatly needed by the grain shippers of the state, who now are at the mercy of the railroads. The car service rules allow 48 hours only for unloading cars, after which a penalty is demanded. But the shipper who has an eltr. full of grain or contracts to fill has no recourse tho he may wait weeks for cars to load. The grain shippers of the state would as-

sist themselves greatly by joining the Wisconsin Grain Dealers Ass'n in a movement to have the legislature enact a reciprocal demurrage law.

A New Grain Drier.

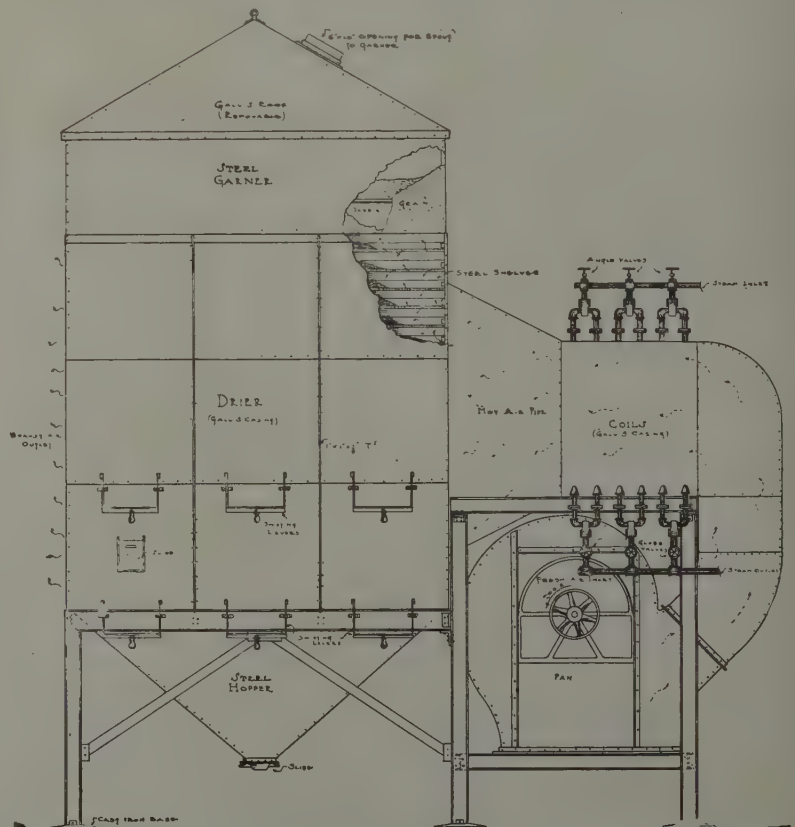
A new grain drier designed expressly to meet the needs of country elevator men, seedsmen and millers has been placed on the market by the Hess Warming and Ventilating Co.

The construction of this new drier, which is illustrated herewith, is such that it may be erected on the ground, outside of the elevator or mill building, without the usual housing or building over it, thus saving very considerably in the time and expense necessary to put a drier into operation.

Its capacity is 800 to 1,200 bushels of damp grain per ten hours, or practically a carload a day.

It is constructed entirely of galvanized steel erected on a structural steel framework, with fan and coils, self-contained within the same frame-work. It is constructed on the same principle which has made the Hess Drier famous among the larger grain interests and railroads, and possesses the same efficiency and economy of the larger sizes.

It is placed on the market at a price much under the price charged heretofore for a machine of the same capacity, and it will prove to be a valuable and profitable adjunct to every buyer of grain or seed. Grain Dealers Journal readers can obtain illustration and catalogue on request of the company.



The New Hess Grain Drier.

Progress of Road Legislation.

While California has no state aid road law the legislature of 1905 appropriated \$32,000 for the construction of 75 miles of specified county roads upon condition that the counties add 50 per cent of the amount, the roads to revert to and be maintained by the counties.

Connecticut has built 450 miles of road under the direction of the state highway commissioner since 1895, the state paying two-thirds to three-fourths the cost.

Delaware pays one-half the expense of building certain public roads.

Illinois in 1905 passed an act creating a state highway commission to experiment, appropriating \$25,000, and authorizing employment of convicts in the preparation of road material.

Iowa has appropriated \$7,000 for the highway commission.

Maine in 1905 created the office of commissioner of highways to act in an advisory capacity.

Maryland has been appropriating \$10,000 each year since 1898 for the work of the highway division of the state geological survey. The court of appeals in 1905 decided that the law providing \$200,000 annually for the construction of modern macadam roads was constitutional. One-half the cost is to be borne by the county.

Massachusetts appropriates annually \$450,000 for construction and appropriated \$60,000 last year for maintenance. About 1,900 miles to be improved by state aid.

Michigan last year enacted a state reward road law, granting counties up to \$1,000 per mile for roads built and approved by the state highway commissioner.

Minnesota in 1905 passed an act providing for the appointment by the governor of a state highway commission and for a tax of one-twentieth of a mill on all taxable property to be apportioned among the counties by the commission.

New Hampshire provided for uniform road improvement by the law of 1905. Each town is required to set apart for use on the main highways a portion of the money raised by local taxation for road purposes. The state also has appropriated \$125,000 annually for 6 years. The same law also converted 125 miles of road into state roads to be maintained by the state.

New Jersey appropriates \$250,000 annually for state aid, and the last legislature revised the law in important particulars, excluding petty municipal officers from the control of improved roads.

New York by popular vote in 1905 ratified the constitutional amendment providing that the state may bond itself for \$50,000,000 for the improvement of the public roads, one-tenth of the sum to be expended each year for 10 years. The various counties in the state now have on file in the office of the state engineer petitions for 5,466 miles of road.

Ohio's highway department was established under the law enacted in 1904, providing that one-fourth of the expense of construction and improvement is to be borne by the state.

Pennsylvania revised its road law in 1905 to facilitate actual construction, and the state's proportion of the expense was changed from 2-3 to 3/4. At one time last year the department had 150 miles under construction and over 300 applications on file. An appropriation of \$6,500,000 was made in 1903.

Rhode Island's general assembly appropriates annually \$100,000 for the construction, maintenance and improvement of the state highways and last November submitted to the voters the proposition of issuing highway bonds.

Vermont last year made no change in road legislation except to add the proceeds of the automobile tax to the state highway fund.

Washington's legislature in 1905 created the office of highway commissioner and a state highway board. A fund was provided by a tax of 1/4 of one mill on all property, but the state has no road aid law, the work of the state being confined to 12 state roads under specific appropriations.

Wisconsin in 1905 submitted to the electors an amendment to the constitution to enable the state to appropriate money for the construction and improvement of public highways.

Under the excellent road laws now in force in some of the states such vast improvement in the conditions of the main roads will be effected that other communities will be forced to adopt similar measures. Sentiment in favor of road improvement is becoming stronger in the northern states. One of the most potent factors in the present movement for good roads is state aid, carrying with it the supervision of road work by a central authority and doing away with the haphazard mismanagement by local road officials who are elected each year without regard to their knowledge of road work.

Abolition of the "work tax" will do much toward getting better results from the time and effort expended on the roads. The folly of requiring citizens to pay their road tax by furnishing men and teams to be employed at the work only one or two days a year is so self evident that the Pennsylvania legislature last year passed a law providing that townships which abolish the "work tax" shall receive in cash from the state a sum equal to 15 per cent of the amount of cash tax collected.

The present very liberal premium on May wheat compared with spot stuff is very encouraging to grain dealers who possess storage capacity. Wheat bot right and hedged against for the May future will pay a good per cent on the value of the elevator.



Farmer Wheat—Here, Old Man, You'll have to Come Down and Get to Work; I'm a little Short of Hands.—Minneapolis Journal.

SPEAR MAILING ENVELOPES

Will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made; costs no more than others.

WRITE FOR SAMPLES AND PRICES.

Heywood Mfg. Co., Minneapolis, Minn.



\$45.00

No Other Cost

As we furnish everything complete other than a millwright's or carpenter's time of three to five hours required to erect a manlift. It will save you its cost in six months.

The use of a manlift destroys the possibility of an overflow of the oats into the corn bin.

We manufacture a full line of elevator supplies.

Burrell Mfg. Company

251 S. Jefferson Street

CHICAGO, ILLINOIS

Factory Bradley, Ill.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out, 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
255 La Salle Street, Chicago, Ill.

The Practical Gas Engineer



tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal
255 La Salle St. Chicago, Ill.

Liability of Railroad for Burning of Elevator.

Fire negligently scattered by a locomotive engine of the Minneapolis & St. Louis Ry. destroyed a grain elevator which had been erected by the James Quirk Milling Co., under a special contract, on the railroad right of way.

The milling company brot suit against the railroad company to recover damages, alleging that the contract by which the liability of the railroad was limited was against public policy and therefore void.

The objectionable clause in the contract read: "In consideration of the rights hereby acquired the second party agrees * * * to protect, save harmless, and indemnify the railway company, its successors and assigns, from liability to any person, corporation, or company, for or on account of any loss or damage by fire communicated by or escaping from any locomotive, engine, or car, or resulting in any manner from the construction or operation of said track."

In deciding against the milling company Judge Elliott of the Minnesota Supreme Court said: "In making the lease in question the railway company was dealing with individuals in reference to the use of its property only remotely, if at all, connected with its business as a common carrier. No law imposed upon it the duty of leasing a portion of its right of way to the appellants. A railway holds its station grounds and right of way for the public use for which the company was incorporated, 'yet it is its private property, and to be occupied by itself and by others in the manner which it may consider best fitted to promote or not to interfere with the public use. It may in its discretion permit them to be occupied by others with structures convenient for the receiving and delivering of its freights upon its railroads, so long as a free and safe passage is left for the

carriage of passengers and freight." Hartford Ins. Co. v. Chicago, etc., Ry. Co., 175 U. S. 92, 99; Grand Trunk Ry. Co. v. Richardson, 91 U. S. 454; Osgood v. Central Vermont Ry. Co., 77 Vt. 334.

The laws of this state authorized the condemnation of a part of the right of way of a railway company for the erection of a public warehouse and elevator. Chapter 64, p. 177, Gen. Laws 1893; Gen. St. 1894, §§ 7724-7732; Rev. Laws 1905, §§ 2106-2113. But the appellant did not resort to this procedure, which would have made its elevator a public enterprise and thus subject to public regulation. Stewart v. N. P. Ry. Co., 65 Minn. 515, 68 N. W. 208, 33 L. R. A. 427. It chose rather to enter into a private contract with the railway company and to release it from liability for damages occasioned by fire which might escape from its engines. For this waiver of the right of action it must have received some benefit, which it deemed the equivalent of the right of action which it waived. The company was under no legal obligation to make the lease. It might leave the appellant to its right to proceed under the statute and accept the obligations arising out of the relation thus created. The company would not be liable for damages to property placed upon its right of way by strangers without its permission, caused by fires occasioned by its want of ordinary care. Having the right to refuse to make the contract, it might stipulate for exemption from damages caused by its negligence in setting fire to the property which the lessee placed upon the leased premises. Placing the building upon the right of way was an inconvenience to the railway company and increased the danger of fire to its own property. In the absence of the stipulation in question, the risks and liabilities of the company would have been materially increased. As the contract in no way relieves the railway company from

the discharge of any absolute duty which it owes to the public or to any citizen, it is not against public policy and therefore binding upon the parties. The authorities, without exception, sustain this view. —107 N. W. 742.

Plan of 35,000-Bu. Elevator.

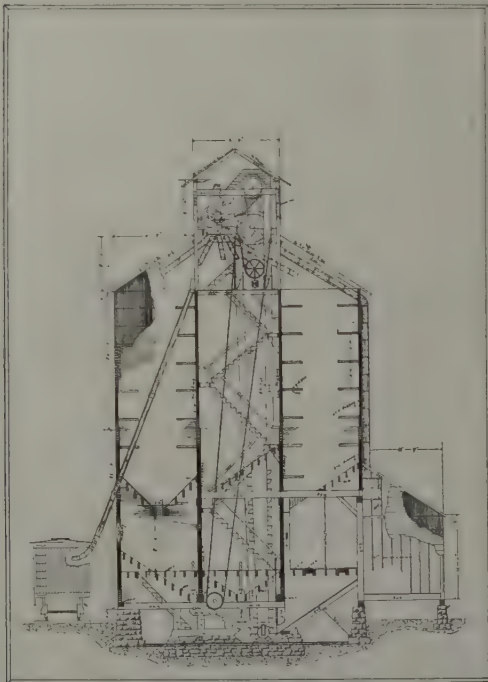
The elevator of H. G. Porter & Co., at Deland, Ill., is situated in the corn and oats country of central Illinois on the Illinois Central Railroad. The construction of this house is shown in the plans given herewith, including cross section, longitudinal section and first floor plan.

The building is 35 ft. 6 in. x 36 ft., and 68 ft. high, of crib construction and covered with corrugated iron siding. Its capacity is 35,000 bus. The driveway extends thru one side of the house, grain being unloaded from wagons on 2 dumps and elevated by 2 stands of elevators having 16x7 buckets. A short turn-spout at head of the elevators directs the grain into the bin spouts or to the loading spout made of 8-in. well casing.

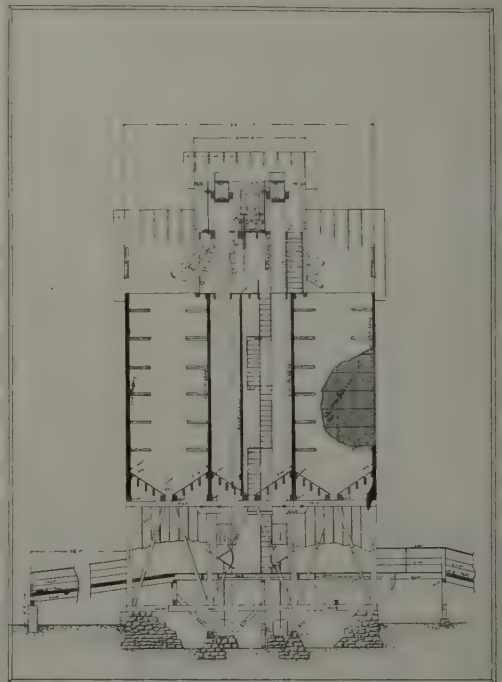
Dust from cleaner in cupola is blown thru spout into a 10x12-ft. dust room adjoining the elevator outside driveway.

Detached from elevator 20 ft. is the brick engine room, 13x14 ft., containing the gasoline engine and cooling water cistern, the oil tank being buried outside. Power from the engine is transmitted to basement by shaft and to the cupola by rope drive.

Foundation walls are of stone, and running thru the basement is a concreted floor 12x36 ft., on which access is easy to the elevator boots and dumps. Four of the bins extend to the basement, those over driveway and thru middle of house reaching to the first floor ceiling. A small bin is made by crib partition between stairway and elevator leg. All of the nine bins have hopper bottoms. The plant was designed and erected by the Reliance Construction Co.



Cross Section—



—Longitudinal Section.

Plans of 35,000-bu. Elevator of H. G. Porter & Co. at Deland, Ill.

Supply Trade

Sprout, Waldron & Co. of Muncy, Pa., have opened an office at St. Louis, Mo., with A. T. Sheward as manager.

John Markels, a clerk in the Chicago post office, has devised a new mailing envelope for grain and flour.

A manufacturer may be said to have two factories—one for his goods and the other for the "talk" which sells them. —Exchange.

Creditors of the old Millers & Manufacturers Insurance Co. of Minneapolis, Minn., have received a total of 45c on the dollar in liquidation.

The Knickerbocker Co. of Jackson, Mich., has placed the northwestern sales agency for Cyclone Dust Collectors and other specialties with the Strong-Scott Mfg. Co. of Minneapolis, Minn.

F. C. Payne of Manteno, Ill., has constructed a piece of machinery for regulating the flow of grain at the boot of the elevator leg to prevent choke-ups. Mr. Payne contemplates manufacturing and selling the device.

W. H. Haskell of Toledo, O., has purchased the bag department of the M. I. Wilcox Co., which will devote its entire time to cordage and awnings. Mr. Haskell contemplates organizing a new company to remove the bag factory to a new location.—H. D.

The Link Belt Co. has succeeded the Link Belt Machinery Co. of Chicago, Ill., the Link Belt Engineering Co. of Philadelphia, Pa., and the Ewart Mfg. Co. of Indianapolis, Ind. James M. Dodge and Chas. Piez, both of Philadelphia, are chairman and pres. of the company, respectively.

Consul Albert Halstead of Birmingham, Eng., writes that: Already suction gas producer engines above 15 h. p. have practically captured the field, and the effort now is to save to the local gas authorities and gas companies the field for gas engines of from 10 to 15 h. p. The manufacturers of suction gas engines are in turn already preparing to

meet the competition of the gas authorities.

The full text of the national pure food law which will go into effect Jan. 1 has been published in a neat pamphlet of 12 pages by Edward Gudeman, consulting food expert, of Chicago, Ill. Readers of the Grain Dealers Journal will be sent a copy free of charge on application to the author.

When you put your advertisement in a trade journal, you are buying, not mere space,—you are considering the magazine's ability to influence its readers your way. If the magazine's influence had been weakened by carrying an unreliable class of advertising, you may reach the same number of people (and in many cases the same people), but still your investment is not so good as if it were placed in the journals that have the entire confidence of their readers.

The International Harvester Co., which but recently took up the manufacture of gasoline engines, now has a full line of various sizes, upright and horizontal, stationary and portable, adapted to use alcohol as well as gasoline, which will be an advantage to users now that the internal revenue is to be taken off denatured alcohol. The company has issued an interesting book on the power question which will be sent to readers of the Grain Dealers Journal on application.

To check the political ambitions of the Labor Union leaders, the National Citizens Industrial Ass'n is submitting to political candidates throughout the country two questions: "Have you pledged your support to the Labor trust or to any other trust, organization, or corporation seeking special legislation?" "Will you or will you not represent the citizens as a whole and seek to protect them from class legislation, whether by organized capital or organized labor when such legislation is in the interests of the few to give power over the many?" The plan provides that the names of candidates who stand for labor or capital trusts shall be supplied to the different citizens associations now organized in over 500 towns and cities in order that citizens of all parties, who are opposed to class legislation and organized trust methods of seeking to control legislation can vote for anti-trust candidates at the coming elections.

The Burlington Route

calls attention to manufacturers seeking a new location to its Industrial Department. This department is established for the benefit of manufacturers. Information on the three Rs of manufacturing—Power, Raw Material, Market—can be had by writing

**Burlington
Route**

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Industrial Commissioner
209 Adams St.,
P127 Chicago

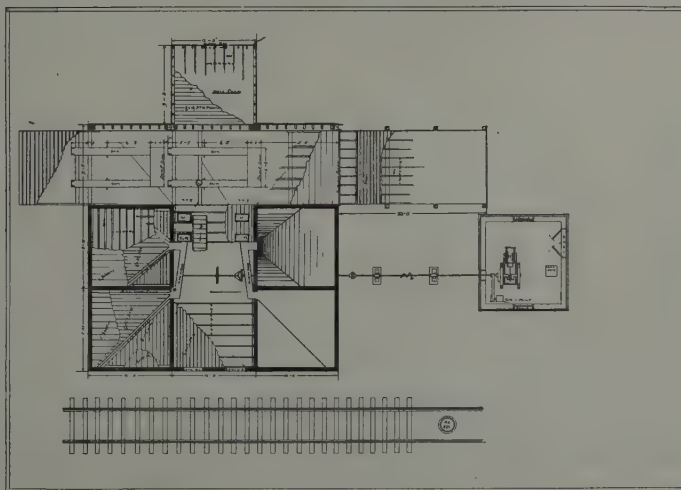
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The New Cyclone 1905 CURES STRANGULATION OF POWER



OF POWER

THE KNICKERBOCKER CO.
Jackson, Michigan



First Floor Plan of 35,000-bu. Elevator.

Grain Carriers

The Corvallis & Eastern Railroad is to be extended to Ontario, Ore.

Vessels are being chartered at $1\frac{1}{2}$ cents to take corn from Chicago to Buffalo.

Shippers at the head of the lakes are figuring on grain tonnage for September and October loading.

The Baltimore & Ohio, it is said, soon will let contracts for the construction of 6,000 freight cars.

The Rock Island has announced that all elevation allowances on the Missouri River were suspended July 30.

A few charters are being made of boats to load grain at Duluth in September at 3 cents. The wheat rate now is $2\frac{1}{2}$ c.

Construction of 100 miles of road has been begun by the Fording Valley Ry., recently incorporated, from Michael to Calgary, Alberta, Canada.

Plans showing 35 miles of the route of the Long Lake and Qu'Appelle, Sask., line of the Grand Trunk Pacific have been filed at Prince Albert.

Railroad officials held a conference at Chicago Aug. 8 over the grain rate situation at the Missouri River, but no definite settlement was effected.

General counsel and highest traffic officials of all southern roads will meet at Atlantic City, N. J., Aug. 14, to adjust their business to the new rate law.

Texas roads have joined to obtain an opinion from the federal court against the pretensions of the state railroad commission to authority over interstate shipments.

The Dakota Midland, of which L. R. Giddings of Minneapolis, is pres., proposes to build 325 miles of road from Sioux City, Ia., to the line of Campbell county, S. D.

Pres. Stickney says that the railroads usually make their rates at whatever the traffic will bear and regardless of distance or the rates on a corresponding class of traffic.

The Fort Smith & Western Ry. has bot the St. Louis, El Reno & Western, 42 mi. in length, running southwesterly from Guthrie, Okla., and will extend the line to connect with the Orient.

W. Edward Wilson has just been appointed to succeed Louis C. Sabin as secy. of the International Waterways Commission. The latter will become supt. of the Sault Ste. Marie Canal.

The Chicago & Northwestern and the Omaha have given notice that they will not permit the loading of their cars for shipment east of Chicago. The purpose is to keep the cars in the northwest to move the crop.

Commissioner Staples of Minnesota at the hearing on the reduction of freight rates July 31 declared that the \$19,000,000 surplus of the Great Northern Ry. is really the shipper's money, collected in freight rates that are too high.

J. R. Lucas, a hay shipper of East St. Louis, Ill., has complained to the Interstate Commerce Commission that the Louisville & Nashville R. R. is discriminating against him by charging 2 cents per 100 pounds for reconsigning hay to the southeast.

An embargo on freight into San Francisco was extended July 30 by the Southwestern Pacific to include all goods except crude oil and perishable commodities. Congestion has followed the accumulation of 5,000 loaded cars in the yards at San Francisco and Oakland.

Clerks of vessel owners delay boats from Canadian ports after arrival at Buffalo by not forwarding Bs/L promptly. The customs officers do not open the vessel's hatches till the title to the property is shown. Some boats lose more than 24 hours awaiting the Bs/L which have been sent by mail.

The grain section of the Dominion Marine Ass'n held a conference July 24 to consider the demands of the grain traffic of the northwest. In view of the increase in the crop it was decided to secure all the vessels available for grain carrying and place them in commission.

The federal grand jury at Chicago Aug. 8 indicted the Standard Oil Co. on the charge of having received rebates in the form of remitted storage charges from the Lake Shore & Michigan Southern Railroad, contrary to the Elkins act. The evidence was heard at Cleveland, and this is the first indictment of the oil trust.

Discrimination by railroads in favor of certain elevators at Buffalo probably will be investigated by the Interstate Commerce Commission in its coming inquiry under the resolution passed by congress. Recently the courts gave one of the elevator operators heavy damages against the roads at Buffalo for discrimination, so that the facts shud be readily available to the Commission.

The Missouri Pacific gave notice July 25 that effective July 18 and until further notice grain received at Kansas City via that line will be given free storage in the Kansas-Missouri elevator on the tracks of that road. Grain received at Kansas City via the Missouri Pacific and forwarded to points beyond, via that line or other lines, and also grain received from connecting lines and forwarded to points beyond their lines, will be transferred through the Missouri-Kansas elevator free of charge.

Interstate Commerce Commissioner Prouty says: Under the old law the Commission could only require the carrier to cease and desist from charging unjust rates. Under the new law the Commission may make a definite order respecting the rate or the practice for future observance. Formerly, the order of the commission was of no effect until enforced by a mandate of court. In the future the railroad must obey the order unless it, by affirmative action in the courts, secures its suspension.

The Interstate Commerce Commission on July 25 issued an order for a rehearing in the matter of elevation allowances by the Union Pacific Railroad to the Omaha Elevator Co., on petition by the Great Western, Burlington and Atchison roads, which charge that "the elevators of Peavey & Co. were not built for transfer and never have, to any considerable extent, if at all, thus transferred grain for the public, but were built and have been used solely and exclusively for their own use in the grain trade."

Branch lines will be built by the Union Pacific from North Platte to Bridgeport, Neb., a distance of 150 miles. Still another will be constructed from Stromsburg to Central City, one from Lincoln to Stromsburg, one from Fremont to

Norfolk and Sioux City, another from Hastings to Kearney and another from Onaga to Marysville, Kan. Thus the Union Pacific will invade both North Platte and South Platte territory, and branch lines will be constructed in every direction, all with the object of developing local traffic.

As long as the American Congress leaves in the hands of the railroads the fundamental right of rate making, as long as the people of this country, through their legislative body, leave in the hands of the railroads the power to fix their own valuations of their own property, upon which just and reasonable rates are sought to be levied—as long as these two great powers are left in the hands of the railroads, then I pronounce the Hepburn Bill, with all the remedial amendments impressed upon it by the Senate, as a mere delusion and a snare.—Hon. William B. Lamar, of Florida.

Application of the new rate law to lake vessels is defined in a recent opinion by Harvey D. Goulder to the Lake Carriers Ass'n, of which he is counsel. Mr. Goulder states that the law does not apply to the bulk freighter engaging its capacity as the owner sees fit without a fixed route. Boats running between fixed termini and holding themselves out to carry generally for the public are within the term common carrier; also as to their business upon thru rates divided among successive carriers. The many line boats running out of Chicago taking small lots of grain are thus to be considered common carriers. In fact, these boats are operated in connection with railroads.

Many excavating machines of different types are being used in the enlargement of the Erie Canal, owing to the variety of soils to be removed. In contract No. 4, covering only 4.83 miles, the material to be removed aggregates 2,228,000 cubic yards, enuf to keep five steam shovels employed six months. Along the eastern division much rock cutting is necessary, tho much of the excavation is thru swamp lands. The descent of 120 ft. from the level of the Mohawk River to the level of the Hudson was overcome in the old canal by 16 locks, which will be replaced by 3, each having a lift of 40 ft. In other ways the canal is being practically reconstructed, and part of the mileage is over a new route.

A cut in the rate on wheat to 8 cents per 100 lbs. was announced July 25 by the Missouri River-Chicago lines. The cut was met by the Gulf roads to Galveston and New Orleans. Next day the Great Western cut another cent off the Missouri River-Chicago rate and made it applicable to grain and grain products, depriving flour of its $2\frac{3}{4}$ c advantage over wheat. The Rock Island on July 30 issued a maximum and minimum tariff of 13 and 12 cents on wheat and coarse grains from intermediate points in Iowa and Missouri. Scarcely had these reduced rates been made effective when they were canceled, effective Aug. 10, and the rates in effect prior, were restored, largely on account of a cut in the export rate by the Wabash to $18\frac{3}{4}$ c, Kansas City to New York. Rates from the Missouri River to Chicago now are $10\frac{3}{4}$ c on wheat and $9\frac{3}{4}$ c on corn. The rate on corn for export via the Wabash is $22\frac{3}{4}$ c from Missouri River to New York and Boston.

The uniform B/L containing a clause relieving the carrier of liability, is a thing of the past, under the provisions of the new rate law reading: That any com-

mon carrier, railroad or transportation company receiving property for transportation from a point in another state shall issue a receipt of B/L therefor and shall be liable to the lawful holder thereof for any loss, damage or injury to such property caused by it or any common carrier, railroad or transportation company to which such property may be delivered or over whose line or lines such property may pass, and no contract, receipt rule or regulations shall exempt such common carrier, railroad or transportation company from the liability thereby imposed; Provided, that nothing in this section shall deprive any holder of such receipt or B/L of any remedy or right of action which he has under existing laws.

The Boston & Maine has recently issued the following notice: In the forwarding of ex-lake export grain from Buffalo and other lake ports, it has been the custom in the past to apply the at and east rate in effect on the date that the lake boat carrying such grain left the western lake port. This is not strictly legal and is a practice that must be corrected in view of the operation of the Hepburn law, and steps are being taken by all the interested roads as follows: Effective Aug. 1, 1906, the at and east of Lake Erie ports rates on ex-lake grain will apply in accordance with the at and east tariffs in force on the date the grain is delivered the rail carrier and ordered forward from such Lake Erie ports. From this it will be seen that the practice referred to above can no longer prevail and it will be necessary that the sale and purchase of the grain shall be based upon delivery thereof into the leg of the elevator at Buffalo and the filing of forwarding orders on or subsequent to such date; and no rates at and east of Buffalo can be protected other than those shown by our tariffs as in effect upon the date the grain is on hand at Buffalo elevators and forwarding orders are in the hands of the representatives of the Boston & Maine at Buffalo.

Conferences between traffic managers and members of the Interstate Commerce Commission were held July 30, 31 and Aug. 1 at Washington to talk over the best way to make effective the section of the rate law providing for the publication of schedules of rates. Sixty railroad officials were present, with Commissioners Knapp, Clements and Cockrell. The Commission has issued the following circular: On and after August 28, 1906, the authority of the commission to inspect the books and accounts of the carriers will, of course, apply. Henry C. Adams, the present statistician of the commission, will on and after August 1, 1906, have immediate charge of the preparatory work necessary to carry out the intention of the commission to prescribe the accounts, records, and memoranda of such carriers. As to that portion of section 20 of the act, which confers authority upon the commission to prescribe the forms of all accounts, records, and memoranda, and which forbids carriers from keeping any other accounts, records, or memoranda than those prescribed or approved by the commission, and the carriers are advised that until the commission shall by order or otherwise prescribe the accounts, records, or memoranda to be kept by any or all carriers subject to the statute no change in methods of accounting is required of any such carrier.

Books Received

THE INTERSTATE COMMERCE ACT.—The best compilation of late railway legislation by Congress is contained in a pamphlet just published by the Railway Age. The full text of the act to regulate commerce as amended to date, including the Elkins and Hepburn acts and of the supplementary act relating to the testimony of witnesses before the Interstate Commerce Commission, with the texts of the expedition act, the anti-trust act of 1890, the employer's liability act and the safety equipment laws, are given. By using three styles of type the amendments to the law are shown compactly in proper place; and side headings indicate the subject matter of the different sections. This pamphlet is very useful to large shippers as well as smaller dealers and railroad corporations. The Railway Age, Chicago; paper cover; 71 pages; 25 cents.

YEARBOOK OF DEPT. OF AGRI.—The Yearbook of the Dept. of Agri. for 1905 comprises the annual report of the Dept., a number of special papers prepared by the various offices and an appendix. Included are the following papers: "The Business of Seed and Plant Introduction and Distribution" by A. J. Pieters; "Influence of Exp. Sta. Work on Culture of Field Crops," by J. I. Schulte; "Farm Practice in the Control of Field Crop Insects," by F. M. Webster; "Formaldehyde, its Composition and Uses," by Bernard H. Smith; while the appendix gives the names of all agri. colleges in the U. S., all the agri. exp. stations, names of officials in charge of institutes, names of state agri. officials, report on the progress of road legislation, legal weight per bu. of all grains in all states, statistics of the principal crops, transportation rates, imports and exports of agri. products. The government prints annually 500,000 copies of this large volume for distribution by senators and congressmen to their constituents free of charge. Illustrated with 62 engraved plates and 130 figures; 815 pages.



"I Didn't Cut it, I'd be Buried Alive."
"It'll Have to be Picked This Year."
—Minneapolis Journal.

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The Chicago Daily News, March 22, 1906, said:

"Mr. Hill has had a long experience in adjusting complicated cases for the Board of Trade, and this, together with his comprehensive knowledge of the rules, customs and working principles of the various leading trading organizations, qualifies him to render expert advice and supply information of great value."

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Grain, Stocks, Cotton, Investments

Supreme Court Decisions

A Bill of Lading represents the property shipped and is assignable, the assignment thereof for a valuable consideration placing the title of the property in the assignee.—*Nashville, C. & St. L. Ry. Co. v. Grayson County Nat'l Bank*. Court of Civil Appeals of Texas. 91 S. W. 1106.

Warehousing is Governed by State Laws.—Whether an instrument constitutes a valid and negotiable warehouse receipt such that its transfer operates as delivery is to be determined by the law of the state.—*Security Warehousing Co. v. Hand*. U. S. Circuit Court of Appeals, Seventh Circuit. 143 Fed. 32.

Threshers' Lien.—A person purchasing grain during 30 days after its threshing, in the regular course of business is not an innocent purchaser thereof, although the statement was not filed when the purchase was made.—*Mitchell v. Monarch Elevator Co.* Supreme Court of North Dakota. 107 N. W. 1085.

Landlord's Lien.—A buyer from a subtenant of a crop subject to the landlord's lien for rent acquires title subject to the lien, and, in appropriating the crop to his own use, he is liable to the landlord for the value of the lien.—*Beck v. Minnesota & Western Grain Co.* Supreme Court of Iowa. 107 N. W. 1032.

Order from Shipper of goods consigned to shipper's order duly accepted by the carrier and noted on the original B/L by its agent, directing a diversion of the goods from one destination to another, is equivalent to a demand for delivery.—*Atchison, T. & S. F. Ry. Co. v. Schriver*. Supreme Court of Kansas. 84 Pac. 119.

The arbitration statute has not superseded the common law on that subject to such an extent as to invalidate every arbitration not in compliance with the statute, but an award based on such an arbitration may be enforced as a common law award.—*Hurst v. Funston*. Court of Civil Appeals of Texas. 91 S. W. 319.

Daylight Inspection by Buyer.—Where a contract for the sale of hops required delivery to be made on a certain day, it was incumbent on the seller to make delivery seasonably during that day, so that the purchaser might have an opportunity to inspect the hops by daylight.—*Catlin v. Jones*. Supreme Court of Oregon. 85 Pac. 514.

Carrier's Liability.—A stipulation in a contract of affreightment that the carrier shall not be liable for loss or injury to the goods unless a claim therefor is made in writing within five days after the arrival of the shipment at its destination is supported by sufficient consideration.—*Freeman v. Kansas City Southern R. Co.* Kansas City Court of Appeals, Missouri. 93 S. W. 302.

Thresher's Lien Statement.—A statement for a thresher's lien pursuant to chapter 83 of the Revised Civil Code of 1899, which requires the statement to show the amount and quantity of grain threshed, need not state the number of bushels of each kind of grain threshed, when the total amount of the lien appears from the statement.—*Mitchell v. Monarch Elevator Co.* Supreme Court of North Dakota. 107 N. W. 1085.

Suit for Price of Machinery.—In an action for the price of machinery sold for a movable grain tower, on a counterclaim for its destruction in a gale, evidence held to require a finding that the accident was due to the inherent weakness of a spur wheel used in moving the tower, and not to the force of the gale, either alone or in connection with the fact that the cable attached to the tower had been permitted to slack.—*Howard Iron Works v. Buffalo*

Elevating Co. Supreme Court of New York, Appellate Division. 99 N. Y. Supp. 163.

Date of B/L Must Not be Changed.—A custom to change or alter dates on bills of lading, at the time of and prior to the issuance thereof, to make the date on the bills conform to the true date of issue, is inadmissible, where its application would effect an alteration of the date of the true instrument.—*Merchants Bank v. Baltimore, C. & R. Steamboat Co.* Court of Appeals of Maryland. 63 Atl. 108.

Bank's Right to Hold B/L.—Where a bank furnished money for the purchase of cotton, and received from the railroad company by which the cotton was shipped the Bs/L to hold as security for the money expended for the cotton, the bank was entitled to hold the cotton until its debt was paid.—*Nat'l Bank of Cleburne v. Citizens Nat'l Bank*. Court of Civil Appeals of Texas. 93 S. W. 207.

Telegraf Co. Liable for Delay.—Where a message was not wholly in cipher, and there was sufficient on its face to suggest that it affected a commercial matter of importance, the telegraph company was liable for damages sustained by its negligence in failing to deliver the same within a reasonable time.—*Western Union Tel. Co. v. Houston Rice Mill Co.* Court of Civil Appeals of Texas. 93 S. W. 1084.

Grain Stored at Farmer's Risk.—Where one delivers grain to another under an agreement that the identical grain or grain of a similar kind and quality shall be returned from the common mass into which it is placed, there is a bailment of the grain and not a sale, and the right of property and the risk of loss remain in the bailor.—*Savage v. Salem Mills Co.* Supreme Court of Oregon. 85 Pac. 69.

Validity of Futures.—In order to invalidate a contract for the purchase of grain for future delivery, both parties must concur in an agreement that the contract is to be settled by a payment of differences between the contract and market price; the mere undisclosed intention of one of the parties to so treat the contract being immaterial.—*Zeller v. Lelter*. Supreme Court of New York. 99 N. Y. Supp. 624.

Injury by Elevator Leg.—In an action for injuries to a servant from being drawn into the leg of an elevator shaft for elevating grain, evidence held to present a question for the jury whether the master was negligent in not furnishing means to servants to prevent themselves from being drawn into the leg of the elevator shaft.—*Lynch v. American Linseed Co.* Supreme Court of New York. 99 N. Y. Supp. 260.

Surrender of B/L.—Where a shipment of freight was consigned to a certain city, to be delivered at some port of that city in order to be loaded on vessels, the carrier had no right, in the absence of any contract on the subject, to require the surrender of the Bs/L at the city mentioned before the shipment was carried to a port.—*A. H. George & Co. v. Louisville & Nashville R. Co.* Supreme Court of Mississippi. 40 South. 486.

Tax on Broker in Futures.—A broker, engaged in buying and selling cotton for future delivery, employed a local agent to take orders of those desiring to buy or sell future cotton contracts, which were executed by the broker at the New York or New Orleans exchange. The customer, at the time of giving the order, deposited with the agent money as margin to protect the broker against loss in the event the course of the market was adverse to the customer. The broker furnished the customer with a memorandum reserving the right to close the transaction when the margin deposited was exhausted, and to settle the contract in accordance with the customs of the exchange at which the order was placed. The order of the customer was transmitted by wire by the agent to the broker's office in New York or New Orleans, where it was executed. Held, that the contracts entered into by the broker with his customers were not interstate commerce, and the broker was properly chargeable with the tax imposed

by Gen. Acts 1903, p. 207, imposing a tax on persons engaged in the business of buying and selling futures for speculation.—*Ware v. Mobile County*. Supreme Court of Alabama. 41 South. 153.

Test of Machinery.—It is competent for parties to a contract for the sale of mill machinery and its installation in a mill to provide that a guaranteed capacity shall be demonstrated by an actual operation of the mill under certain conditions before payment of the price. Such a provision is not collateral, and the prescribed test must be made or waived before an action for the price can be maintained.—*J. B. Ehrsam & Sons Mfg. Co. v. Jackman*. Supreme Court of Kansas. 85 Pac. 559.

Trade Custom Part of Contract.—In the absence of an agreement to the contrary, the usage or custom of a particular business will enter into and form a part of a contract made by a person engaged in that business and other persons dealing with him with knowledge of that custom, but proof of custom or usage is never admissible to give an interpretation to a contract inconsistent with its language.—*Savage v. Salem Mills Co.* Supreme Court of Oregon. 85 Pac. 69.

Consignee Agent of Carrier.—Where freight charges were due from a consignee to a carrier and the carrier delivered the goods to the consignee on its promise to retain them until the freight charges were paid, if the consignee be regarded as the agent of the carrier the lien for the charges was terminated on their payment to the consignee, though by reason of its insolvency the amount was never received by the carrier.—*Lembeck v. Jarvis Terminal Co.* Court of Error and Appeals of New Jersey. 63 Atl. 257.

Powers of State Railroad Commission.—An order of a state corporation commission compelling a railway company engaged in interstate commerce to deliver cars containing interstate shipments beyond its right of way to a private siding is an unlawful interference with interstate commerce, whether viewed as an assertion by the commission of its general powers over carriers, or of its power to make the order in a particular case in favor of a given person or corporation.—*Southern Ry. Co. v. McNeill*. Supreme Court of the United States. 26 Sup. Ct. Rep. 722.

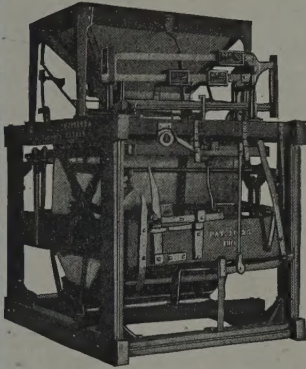
Railroad Liable for Death of Elevator Employee.—While placing a car of grain on a switch track at the elevator of the Rea-Patterson Milling Co., Coffeyville, Kan., the Missouri, Kansas & Texas Ry. Co. knocked down a grain chute which fell upon and fatally injured James W. Taylor. His widow brought suit and was given \$8,000 damages by the district court. Allegations by the railroad company that deceased was negligent and a trespasser were rejected by the Supreme Court of Kansas in affirming the judgment. The basis for the allegation that Taylor was a trespasser was that the elevator was on the railroad right of way. Taylor stood against the side of the elevator waiting for a car to be run in. The car was run down to the elevator at a speed of 10 miles per hour. The loaded car had a heavy iron step hanging under it, which was bent out of proper position so that it extended several inches beyond the car. As the car passed the elevator this step knocked down the chute. Taylor stood about three feet from where a loaded car would pass. The court said he was not bound to act on a supposition that the chute near which he was standing was about to be negligently torn to pieces and thrown upon him.—85 Pac. 528.

Elevator Sale Void.—An agreement was made by one person to transfer certain stock in one elevator company to another, in consideration of the transfer by that other to him of certain stock in a different elevator company, and also of a certain elevator on a railroad right of way in North Dakota, together with its site, under the agreement with the railroad company by virtue of which that elevator was constructed and operated. There was a mutual delivery of stock in accordance with this agreement. The second party to

the agreement failed to transfer the elevator and its site. In an action brought on this state of facts, it is held (1) that the proceeding was in fact one at law for damages for breach of contract, in which no equitable relief should have been granted; (2) that the agreement with the railway company concerned an interest in land and a lease for more than one year, and was void under the statute of frauds; (3) that the contract was entire and indivisible, and being void in part was void in whole; and (4) that no action for damages lay for its breach.—*Todd v. Bettingen*. Supreme Court of Minnesota. 107 N. W. 1049.

Carrier's Penalty \$50 per Day.—Revised 1905, § 2631, declares that freight agents of railroads shall receive all articles of the nature received by such company for

transportation whenever tendered at a regular depot and forward the same by the routes selected by the person tendering the freight under existing laws and for a failure so to do imposes a penalty of \$50 for each day's delay and actual damages. Held, that where a freight agent refused to accept freight on January 27, 1905, or issue a bill of lading therefor because of alleged lack of time to ascertain the freight rates, but permitted the freight to remain in the railroad's warehouse until he had time to ascertain the rates, which he failed to do until February 8th, there was a failure to receive for transportation when tendered, creating a liability under such section.—*Twitty v. Southern Ry. Co.* Supreme Court of North Carolina. 53 S. E. 957.



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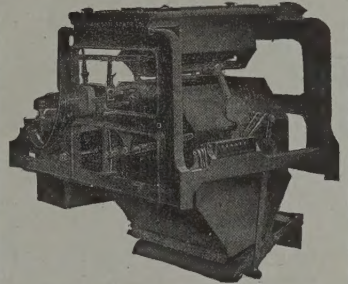
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Champaign Co., }

AMERICAN GRAIN METER

vs
R. R. TRACK SCALES

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Weight, American Grain Meter—	50380 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

J. L. Bowler
Agent in charge for J. L. Bowler & Co.,
Bowlerville, Ohio.

Signed and sworn to before me this 16th day of June, 1906.
M. M. Rock Justice of the Peace
in and for Champaign Co., O.

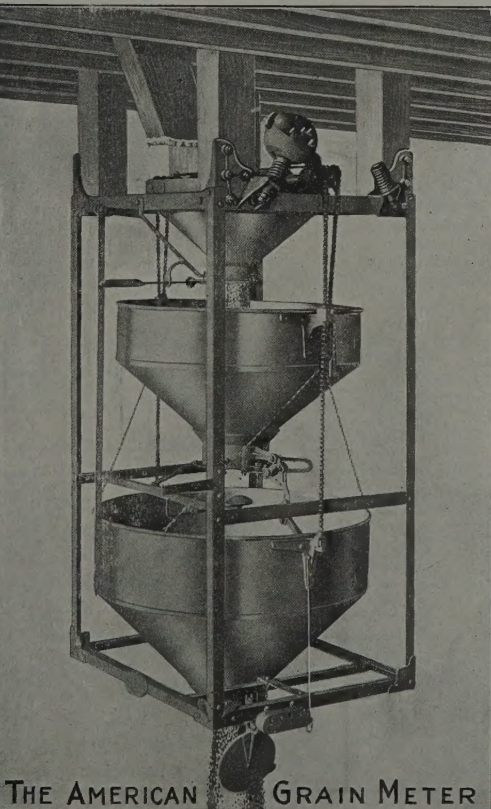
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